

# THE Commercial & Financial Chronicle

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A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

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## The Chronicle.

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### THE FINANCIAL SITUATION.

Last week we noted a disturbance in the commercial situation caused by important failures in the dry goods and in the iron trades. This week confidence has been further unsettled by extensive disasters in the leather trade. These recurring losses and suspensions have for the time being proved very disquieting; besides, the principal disaster of the week is of a kind that tends to disturb credits materially everywhere and make business paper more difficult to negotiate.

It is not wise therefore to treat as of little importance such incidents in the commercial situation. They form a feature which has been an element of the business outlook during the last two years. In all we have written the presence of such a condition has never been ignored, but assumed as a necessary part of every period of marked depression and contraction in values. We have insisted simply that failures do not necessarily indicate general commercial unsoundness, and furthermore that there is no prevailing unsoundness now and no basis for a panic, nor plausible ground upon which to rest an apprehension of a general disaster. On the contrary, we have claimed and still claim that our merchants as a class are in a far safer condition to-day than they were two years ago, and that the commercial outlook is in all its leading features improving constantly.

As to the suspensions which have occurred this week, it is right to state that they were wholly unexpected by the general public. Still, they were less of a surprise to the trade affected, and form no exception to the class of merchants who are now compelled to succumb. The Shaws did business on a vast scale, and have sought to control, and have mainly succeeded in controlling, the leather trade of the country. But since the depression and slackened consumption of goods in all departments they have pushed their tanneries just the same, keeping up the price of hides by their purchases and keeping down the price of leather by their sales, until the inevitable end has been reached. At this centre it is believed that the ultimate effect of the failure will be beneficial to the public, as it removes a disturbing element and restores the trade to its legitimate influences.

What a commentary on the theories of the paper money advocates the situation of the country is to-day! Only let us have circulation enough, they have been telling us, thus making money abundant, and every one will be prosperous. It must have been some such idea, we suppose, that led the silver advocates to think that if they could only get a depository of silver dollars in the Mississippi Valley, it would benefit trade in that section! But now trade is depressed, enterprise is dead, failures are frequent, and yet money is so abundant as to go a-begging daily for a paltry one and a half or two per cent. In fact, there was a sale this week of a million Connecticut State bonds at a price that returns to the buyer but a trifle more than 3 per cent on money advanced for 19 years. Furthermore, every month we are adding to the volume of our currency. We are retaining all the gold produced by our mines, even if we are not importing any at the moment, say nearly 3 millions a month; while as to silver, another 29@30 millions of circulating medium is annually forced upon the country in the shape of silver certificates, making about 65 millions from these two sources alone. That is to say, with money in profusion and increasing in volume rapidly, business men are feeling their way so cautiously as to suggest an entire lack of faith in the situation.

Clearly we do not want currency or money—we want confidence, for when confidence is wanting enterprise is in abeyance. It is not easy to fully explain why there should be this lack at present. Our agricultural districts have been greatly prospered; they have already produced one good crop and are harvesting another. According to the present promise the corn crop this year will be the largest ever raised, and that not only means free exports of that cereal and large transportation by the railroads, but cheap pork, and cheap beef as a result of this. In the South the report is almost universal that never before did the business community appear so hopeful. Still, capital is

timid and distrustful, and will not embark in new ventures. And this is the case not only here but in Europe as well. Is there not more in the silver question, which is agitating the whole community of nations, than most persons are willing to admit? To us the fear of the outcome of the present situation in this respect seems a very strong deterrent—capital cannot be venturesome in face of a fear.

We have in the Government financial statements of the first of the month the facts which made necessary the 32 million bond call Secretary Folger issued last week. For, notwithstanding the decrease in revenue during July of nearly  $4\frac{1}{2}$  million compared with July, 1882, the Treasury seems to be overflowing. The Government's available balance is now stated at about  $156\frac{1}{2}$  millions, against  $121\frac{1}{2}$  millions last August, while the amount of "disbursing officers' balances" is at present about  $33\frac{3}{4}$  millions, against a little more than 26 millions a year ago. Hence if the Secretary thought it prudent to carry no larger surplus now than he thought necessary to carry in August, 1882, he has 10 million dollars more cash on hand to-day than enough to pay off his whole call.

It is important to keep this change in the condition of the Treasury in mind, in order that we may be prepared for future bond redemptions. We do not anticipate that the Secretary will again run the department on so small a balance as he did the early part of the last fiscal year. We conclude so because of the totally different policy that has been adopted during late months by the department in this particular. And, furthermore, there seem to be just now special reasons why Mr. Folger should be particularly conservative, while at the same time there is no objection to larger Government holdings in the present condition of the money market. It will be remembered that the Secretary has some uncertainties to contend with respecting future revenue, since its volume is not only to be decreased through the alterations made in the tariff and internal taxes, but dull business, if it continues, must also affect the income from both these sources. As an indication of the effect these causes have already had, the following statement of the Government receipts in each of the last three months of this year and last year will be of interest.

Government Receipts from—	1883.			1882.		
	May.	June	July.	May.	June.	July.
Customs.....	13,537,112	20,601,874	20,900,290	18,197,754	17,103,135	19,950,637
Internal revenue.	15,980,298	10,619,358	8,884,286	15,504,310	13,113,795	12,255,167
Miscellaneous sources	1,022,183	3,388,135	2,207,237	2,426,917	2,390,080	4,132,022
Total receipts	31,439,593	31,609,367	32,000,813	36,128,081	32,610,010	36,338,726

Foreign exchange has been steady this week. Some bankers report activity, while others complain of dullness, and all agree in stating that the supply of commercial bills is light. There are, however, indications of more abundant offerings in the near future, and these are expected to press rates downward before the close of the month. Reports from San Francisco are to the effect that the movement of wheat to Europe by sail is already large, vessels now loading with about one million bushels, while others are in port, or speedily to arrive, capable of carrying double that amount. From Baltimore the news comes that arrangements are perfected for the shipment of large quantities of wheat, and it will be remembered that last year this among the Eastern ports took the initiative in moving grain to Europe. The bills against these shipments and the cotton bills soon to be made freely are, doubtless, the basis of the foreign bankers' estimates of the course of exchange. Money being dearer in London and on the

Continent than it is here, there is no object in drawing futures, and the movement of securities is so insignificant that no bills of this character are observable. Therefore, for the present at least, the market will have to depend upon commercial drafts for its supply, and these, as stated, promise to be in excess of the demand, for the reason that while trade continues dull our imports must necessarily be light.

We have already remarked upon the continued abundance in the supply of money. There is very little inquiry for time loans. The decrease in the exchanges at the New York Clearing House has been quite marked within the past two weeks. Some have attributed this wholly to slack business. That is not the truth, the result having been produced in part by the operations of the Stock Clearing House; for it is clear that to the extent that stocks have been paired off, or settled for otherwise than by the old method, the exchanges at the Bank Clearing House have been diminished. It will be seen by the following that the bank clearings since the 1st of June have all the time ruled very low compared with the corresponding period last year.

Week Ended—	1883.		1882.	
	Total for Week.	Daily Average.	Total for Week.	Daily Average.
June 9.	\$748,551,640	\$124,758,606	\$810,788,967	\$135,131,494
" 16.	716,408,872	119,401,479	813,635,399	135,605,949
" 23.	721,593,947	120,765,658	801,184,115	133,530,686
" 30.	594,509,183	99,081,861	678,856,568	113,142,761
July 7.	581,688,273	116,337,654	542,401,522	108,450,304
" 14.	656,393,879	109,383,979	809,274,753	134,879,125
" 21.	757,046,186	126,174,364	957,987,948	159,614,658
" 28.	589,815,225	98,302,538	959,394,327	159,899,054

For the past week the New York Clearing-House banks, according to returns collected by us, have received from and shipped to the interior gold and currency as follows.

Week Ending Aug. 3, 1883.	Received by N.Y. Banks.	Shipped by N.Y. Banks.	Net Interior Movement.
Currency.....	\$1,025,000	\$466,000	Gain, \$1,219,000
Gold.....	20,000	.....	Gain, 20,000
Total gold and legal tenders.....	\$1,045,000	\$466,000	Gain, \$1,239,000

The above shows the actual changes in the bank holdings of gold and currency caused by this movement to and from the interior. In addition to that movement the banks have lost \$564,000 through the operations of the Sub-Treasury. Adding that item, therefore, to the above, we have the following, which should indicate the total gain to the N. Y. Clearing House banks of gold and currency for the week covered by the bank statement to be issued to-day.

Week Ending Aug. 3, 1883.	Into Banks.	Out of Banks.	Net Change in Bank Holdings.
Banks' Interior Movement, as above	\$1,045,000	\$466,000	Gain, \$1,390,000
Sub-Treasury operations, net .....	.....	764,000	Loss, 364,000
Total gold and legal tenders.....	\$1,045,000	\$970,000	Gain, \$675,000

It is almost needless to say that the stock market was unfavorably influenced by the news of the failures in Boston, and had it not been for the fact that the leaders were forced to rally to the support of their specialties the fall might have been serious. The speculators for a decline profess to have been aware for some time that trouble was threatened in the leather trade; for while there were indications of a revival in other industries, and apparently more hopeful prospects of business generally, some of them have insisted that there must be further liquidations in commercial circles before there could be any decided improvement. Still, if rumors are correct, the leaders in the market had no such thought, for they are reported to have made last week extensive preparations



for an upward movement in a few of the specialties, the advance on Saturday morning being stated as the initiative. Before the close of the day, however, the check came, and on Monday the news was such as to discourage any further attempts to move the market upward, so that the leaders were content with efforts to prevent a heavy decline. The rallies in values since then have been fitful, caused mainly by the temporary covering of short contracts preparatory to further speculative sales. Even the encouraging crop news and the denial of the early erroneous statements regarding the extent of the disasters at Boston, failed to more than feebly revive the market. Yesterday the feeling was a little better, the opening being steady to strong, but the close was irregular again at some reaction. There has been nothing doing on foreign account during the week. The following shows relative prices of leading bonds and stocks in London and New York at the opening each day.

	July 30.		July 31.		Aug. 1.		Aug. 2.		Aug. 3.	
	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.
U.S. 4s. c.	118-95	119	118-95	119	118-70	119½	118-95	119½	118-95	119½
Erie.....	35-10	35½	35-22	35½	34-73	34¾	34-49	34¾	34-24	34¾
2d con.	96-03	96½	96-03	95¾	96-03	95½	96-03	95½	96-03	95
Ill. Cent.	132-23	132½	132-23	132½	131-60	131½	131-13	131½	131-13	131
N. Y. C.	116-51	116½	116-75	116½	116-02	116½	116-02	115¾	115-53	115½
Reading	27-14	27½	28-27	27	28-03	26¾	28-15	26¾	28-03	26¾
Ont. W'n	24-49	24½	24-61	24½	24-37	24½	24-13	24	24-13	24
St. Paul	103-59	103½	104-20	104½	103-83	103¾	104-08	104	103-35	103¾
Exch'ge. cables.	4-87½		4-87½		4-87½		4-87½		4-87½	

\* Expressed in their New York equivalent.

† Reading on basis of \$50, par value.

The Bank of England return for the week shows a gain of £353,000 bullion, and as £489,000 came in from abroad, it follows that £136,000 must have gone to the interior. The proportion of reserve to liabilities is augmented  $\frac{1}{2}$  of 1 per cent. The Bank of France reports a decrease of 4,025,000 francs gold and 1,300,000 francs silver. The Bank of Germany has lost 1,937,000 marks since the last report. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

	Aug. 2, 1883.		Aug. 3, 1882.	
	Gold.	Silver.	Gold.	Silver.
	£	£	£	£
Bank of England.....	22,929,459		22,759,892	
Bank of France.....	39,534,327	41,341,952	39,771,763	46,360,372
Bank of Germany.....	7,667,850	23,003,550	6,983,000	20,955,000
Total this week.....	70,131,636	64,345,502	69,516,655	67,315,372
Total previous week.....	69,962,890	64,557,676	69,547,485	67,315,693

The Assay Office paid \$315,893 through the Sub-Treasury for bullion during the week, of which \$155,000 was on account of Spanish doubloons, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certif.
July 27...	\$441,317 47	\$16,000	\$21,000	\$366,000	\$38,000
" 28...	248,517 14	10,000	8,000	177,000	53,000
" 30...	463,835 18	14,000	32,000	318,000	100,000
" 31...	843,716 21	19,000	50,000	619,000	155,000
Aug. 1...	465,025 17	6,000	35,000	358,000	66,000
" 2...	397,557 57	10,000	21,000	289,000	78,000
Total.	\$2,850,968 74	\$75,000	\$167,000	2,127,000	\$490,000

#### THE RICHMOND AND DANVILLE PURCHASE.

Rather unexpectedly, we have the announcement that the Richmond & Danville, with its connecting lines, has changed ownership. The plans of the new owners are not definitely known, nor is it expected that the syndicate will confide them to the public till they are fully matured; but the control of such a large system of mileage in the interest of new parties is an event deserving of notice.

The Richmond & Danville has been quite conspicuous in Wall Street speculation for a year or two past, and the remarkable fluctuations in the price of its shares have attracted more than the usual amount of attention, but it may well be doubted whether there is any other property on our Stock Exchange about which so little is known by the general public. Without attempting to go into details, we may say that the system, including its auxiliary, the Richmond & West Point Terminal Company, extends from Alexandria and West Point, Virginia, through Virginia, North Carolina and South Carolina, down to Atlanta, Ga., and thence west (via the Georgia Pacific, projected to run to the Mississippi River) to the Coosa River bridge, Ala., in addition to which it has various branch and intersecting roads in North and South Carolina, comprising altogether about 2,400 miles of completed road.

What the effect of the change in the ownership of such a large system of mileage will be upon other Southern combinations, must be left to future developments to determine, but that it may have an important bearing upon some of them does not admit of doubt. The new syndicate is composed of Messrs. Geo. S. Scott, William P. Clyde, George T. Baker and E. D. Fahnestock, the latter two of the First National Bank, and Messrs. Samuel Thomas, George I. Seney and Calvin S. Brice of the Metropolitan National Bank. The three names last mentioned immediately suggest the East Tennessee syndicate, and in point of fact Mr. Brice is reported as stating that the two syndicates are identical, and that it is their purpose to bring the two systems of roads, together with the Chesapeake & York River line of steamers, under one management. As the East Tennessee lines, however, lie in a somewhat different territory—the map given on page 34 of our last Investors' Supplement will afford a correct idea of the location of the system—it is a little difficult to understand what purpose is to be accomplished by uniting the system with the Richmond & Danville, and it is also not easy to see from what direction the large increase in the net earnings of both systems, spoken of by Mr. Brice as certain to result from the union, is to come. Still, there are two ways in which the new acquisition might prove serviceable to the East Tennessee.

In the first place the East Tennessee line through Knoxville, Tenn., could be used to advantage in the case of such a union. It will be remembered that through the extension of this Knoxville line north to a connection with the Louisville & Nashville and the Kentucky Central, the East Tennessee has been given a pretty direct route to both Louisville and Cincinnati. Further, some time previously the mountain ranges of Eastern Tennessee were pierced and the North Carolina division of the East Tennessee brought into connection with the Western North Carolina road of the Richmond & Danville. The importance of this juncture and the subsequent opening of lines to Louisville and Cincinnati, can be easily seen. Formerly there was no railroad connection between these important centres in the Ohio Valley and the South Atlantic seaboard. The mountain barriers effectually shut off communication between the two districts. Now, such important ports as Charleston, Port Royal, Wilmington, and Morehead City, not to mention the many interior points in North and South Carolina, are open to trade with the Ohio Valley, and it is conceivable that this may yield a new source of income, though no doubt the Richmond & Danville, because of a larger haul on such traffic, would gain more than the East Tennessee.

Then, the East Tennessee having been joined with the Western North Carolina, the Richmond & Danville route to New York, via Asheville, N. C., and Danville, Va.,

might be used, instead of that over the Norfolk & Western and Shenandoah Valley, which is the East Tennessee's present outlet to the North. In that event the Norfolk & Western might feel adversely the effects of the change in the ownership of the Richmond & Danville, and the Seney people's intentions in that regard will therefore be awaited with considerable interest. When the present East Tennessee Company was organized, two years ago, it was provided that consolidation between it and the Norfolk & Western might ultimately be made, and mutually favorable traffic agreements—understood to be for 25 years—between the two companies were at that time entered into. The relations between the roads since then have continued satisfactory, and traffic has been regularly interchanged, but it is not known that the East Tennessee people have any pecuniary interest in the Norfolk & Western, and that fact alone would operate against their giving traffic to that road, if they found that the Richmond & Danville could take it as well. It is possible that the East Tennessee managers have bought the Richmond & Danville, because of the fear of possible competition from it, since the Norfolk & Western, East Tennessee and Memphis & Charleston form one through line between the North and the Mississippi, and the Richmond & Danville, on the completion of its Georgia Pacific, would form another and parallel line all the way; but even in that case, with the East Tennessee having a close connection with the Northern end of one of these routes—the Norfolk & Western—and owning the other, the Richmond & Danville, the most that could be expected of it would be that it divide the traffic equally between the two, instead of giving it exclusively to the Norfolk & Western, as now.

One other inquiry suggests itself in this connection, and that is, whether the proposed increase in the stock of the East Tennessee has any relation to this purchase of the Richmond & Danville road? Our readers will remember that at a called meeting of East Tennessee stockholders on June 23, the directors were authorized to increase the company's stock 16 millions—the common  $7\frac{1}{2}$  millions, and the preferred  $8\frac{1}{2}$  millions—and were given almost unlimited discretionary powers in the disposition of the same. As the meeting was called at the time of the much-talked of combination with the Gould South-western system, and as it was stated that the only obstacle in the way of such a combination was the unadjusted Memphis & Charleston difficulty, it was supposed that the mystery concerning the purpose of the large addition to the company's stock was explained by a reference to that matter. An examination, however, of the resolution adopted at that meeting discloses the fact that the directors were authorized to construct, equip, purchase or lease any roads "necessary, in the judgment of the directors, to the perfecting of the system of this company," which is certainly very general in its character, and as broad as it well could be. Of course, we do not know that the directors had the Richmond & Danville purchase in mind when they drafted this resolution, but in view of the fact that the stock of that company is only about five millions, allowing over three shares of East Tennessee stock for one of Richmond & Danville, and in view also of the fact that there is no restriction as to the way in which the 16 millions new stock shall be applied, there would seem sufficient reason for at least calling attention to this phase of the question.

#### FINANCIAL REVIEW OF JULY, 1883.

The past month was not marked by extraordinary events in commercial and financial affairs. There were

some mercantile failures of large amount, including those in the leather trade in Boston, and there were one or two defaults on the part of railroads—although these had been threatened before, and hardly belonged to July, 1883, but rather to the preceding months.

The money market worked with great ease, and stock brokers were abundantly supplied—most of the time at 3 per cent. The call of Secretary Folger for about \$32,000,000 of the  $3\frac{1}{2}$  per cent bonds (all that remain), to be paid off on Nov. 1, gave some assurance that the Treasury funds would not be hoarded in the autumn months, when the demand for money is the greatest. The rates on time loans were naturally a little firmer, since they extend over into the fall months, when dearer money is expected.

At the Stock Exchange great dullness prevailed, and at times a tone of depression and weakness in prices; but towards the close of the month there was a steadier feeling, and the attacks made by the bears for the purpose of knocking off prices were in some cases met by a support from the large operators who were interested in particular stocks. The strike of the employés of the Western Union Telegraph Company was one of the most important events, and the small decline in the stock gave evidence of the complete control under which it is held by those most heavily interested in it. The movement in stocks was in strong contrast to the course of the market in July, 1882, when there was a general advance, in consequence of the favorable outlook for large earnings on the railroads to be derived from the transportation of the heavy crops of that year.

Owing to the long-continued inactivity at the Stock Exchange, there were sales of seats reported as low as \$23,000, although at the end of the month \$25,000 was again bid for seats. The railroad earnings for the first half of the year made an exceedingly good exhibit as compared with the first half of 1882, and this was due in some degree to the fact that the freight movement this year, based on the crops of 1882, was larger than the freight movement last year, based on the small crops of 1881. And connected with these circumstances was the apprehension in the stock market that when the period arrives that the current earnings this year shall be compared with the large receipts of August and following months last year, there will be shown a considerable decrease in gross earnings. The Pennsylvania Railroad statement for June was slightly depressing to the Philadelphia market.

Foreign exchange moved very quietly in July, and there was no indication of any decided gain or loss of specie to be made as a result of the foreign exchanges this fall. As the time approaches for larger shipments of grain and cotton, the rate of exchange naturally declines, but there are usually considerable sales of bills drawn against future shipments.

The statements of the New York City Clearing House banks in each week of July were as follows:

NEW YORK CITY BANK MOVEMENTS IN JULY.

N. Y. City Bank Statements.	July 7.	July 14.	July 21.	July 28.
Loans and discounts.....	\$328,643.00	\$329,313.00	\$324,315.100	\$327,250.300
Specie.....	62,793.00	61,817.300	61,016.700	61,140.000
Circulation.....	15,411.300	15,327.200	15,353.000	15,378.600
Net deposits.....	322,343.200	327,316.700	326,201.100	323,573.000
Legal tenders.....	24,431.700	25,532.400	24,493.900	27,104.700
Legal reserve.....	\$80,577.05	\$81,311.675	\$81,511.275	\$80,919.75
Reserve held.....	8,237.30	9,311.60	9,119.00	10,231.70
Surplus.....	\$6,614.35	\$6,614.35	\$6,614.35	\$6,614.35
Range of call loans.....	2 @ 8	2 @ 8	2 @ 8	2 @ 8
Rate of prime paper.....	4 @ 5	4 @ 5	4 @ 5	4 @ 5

The following summary shows the condition of the New York City Clearing-House banks, rate of foreign exchange, and prices of leading securities and articles of merchandise, on or about the 1st of August, 1881, 1882 and 1883



## STATISTICAL SUMMARY ON OR ABOUT AUGUST 1, 1881, 1882 AND 1883.

	1881.	1882.	1883.
<b>New York City Banks—</b>			
Loans and discounts.....	349,188,406	332,610,300	327,250,300
Specie.....	81,013,400	60,610,500	63,130,000
Circulation.....	19,212,900	18,191,700	19,378,600
Net deposits.....	351,777,900	319,669,100	325,575,900
Legal tenders.....	16,941,800	21,687,800	27,103,700
Reserve held.....	87,941,475	79,917,275	80,893,975
Surplus reserve.....	97,975,200	85,218,300	96,237,700
<b>Money, Exchange, Silver—</b>			
Call loans.....	224	224	2
Prime paper, sixty days.....	324	4 1/2 @ 5 1/2	4 1/2 @ 5
Silver in London, per oz.....	51 3/4	52 1/4	5 1/4
Prime sterling bills, 60 days.....	4 8 1/2	4 8 1/2	4 8 1/4
<b>United States Bonds—</b>			
3s, registered, option U.S.....			103
6s, currency, 1893.....	133	101	132
5s, 1881, (continued at 39).....			
4s, 1891, coupon.....	114 1/2	114 1/2	112 1/2
4s of 1907, coupon.....	116 1/2	120 1/2	119 1/2
<b>Railroad Stocks—</b>			
New York Central & Had. Riv.....	144 1/2	135 1/4	116 3/8
Erie (N. Y. L. E. & W.).....	44 1/2	39 1/2	31 1/4
Lake Shore & Mich. Southern.....	124	114 1/4	107 3/4
Michigan Central.....	100 3/4	98	84
Chicago Rock Island & Pacific.....	13 1/2	13 1/4	12 1/2
Illinois Central.....	137 1/2	137 1/2	131 1/2
Chicago & Northwestern, com.....	126 1/2	137	123 1/4
Chicago Milw. & St. Paul, com.....	114 1/2	120	103 1/4
Delaware Lack. & Western.....	123 1/2	133 1/2	125 1/2
Central of New Jersey.....	9 1/2	79 1/2	87
<b>Merchandise—</b>			
Cotton, Midd'l'g Uplands, 40 lb.....	12 1/4	12 1/2	10
Wool, American XX.....	54 @ 43	35 @ 42	32 @ 40
Iron, Amer. pig, No. 1.....	23 50 @ 25 00	25 50 @ 26 50	21 00 @ 22 50
Wheat, No. 2 red win. bush.....	1 25 @ 1 26 1/4	1 13 @ 1 13 1/4	1 15 @ 1 17
Corn, Western mixed.....	47 @ 48	84 1/2 @ 85	49 @ 50
Pork, mess.....	19 0 @ 18 50	21 62 1/2 @ 21 75	15 75

## CLOSING PRICES OF GOVERNMENT SECURITIES IN JULY, 1883.

July	5s, con't'd at 3 1/2	4 1/2s, 1891, comp.	4s, 1891, comp.	3s, 1891, U.S. reg.	6s, 1891, U.S. reg.	July	5s, con't'd at 3 1/2	4 1/2s, 1891, comp.	4s, 1891, comp.	3s, 1891, U.S. reg.	6s, 1891, U.S. reg.
1	119	119	119	119	119	20	112 1/2	114 1/2	114 1/2	103	103
2	119	119	119	119	119	21	112 1/2	114 1/2	114 1/2	103	103
3	119	119	119	119	119	22	112 1/2	114 1/2	114 1/2	103	103
4	119	119	119	119	119	23	112 1/2	114 1/2	114 1/2	103	103
5	119	119	119	119	119	24	112 1/2	114 1/2	114 1/2	103	103
6	119	119	119	119	119	25	112 1/2	114 1/2	114 1/2	103	103
7	119	119	119	119	119	26	112 1/2	114 1/2	114 1/2	103	103
8	119	119	119	119	119	27	112 1/2	114 1/2	114 1/2	103	103
9	119	119	119	119	119	28	112 1/2	114 1/2	114 1/2	103	103
10	119	119	119	119	119	29	112 1/2	114 1/2	114 1/2	103	103
11	119	119	119	119	119	30	112 1/2	114 1/2	114 1/2	103	103
12	119	119	119	119	119	31	112 1/2	114 1/2	114 1/2	103	103
13	119	119	119	119	119	Open	112 1/2	114 1/2	114 1/2	103	103
14	119	119	119	119	119	High	112 1/2	114 1/2	114 1/2	103	103
15	119	119	119	119	119	Low	112 1/2	114 1/2	114 1/2	103	103
16	119	119	119	119	119	Clos	112 1/2	114 1/2	114 1/2	103	103
17	119	119	119	119	119						
18	119	119	119	119	119						

## CLOSING PRICES OF CONSOLS AND U. S. SECURITIES AT LONDON IN JULY.

July	Consols for money	5s ext. at 3 1/2	4 1/2s 1891	4s of 1907	July	Consols for money	5s ext. at 3 1/2	4 1/2s 1891	4s of 1907
1	103 1/2	103 1/2	103 1/2	103 1/2	20	99 1/2	101 1/2	115 1/2	121 1/2
2	103 1/2	103 1/2	103 1/2	103 1/2	21	99 1/2	101 1/2	115 1/2	121 1/2
3	103 1/2	103 1/2	103 1/2	103 1/2	22	99 1/2	101 1/2	115 1/2	121 1/2
4	103 1/2	103 1/2	103 1/2	103 1/2	23	99 1/2	101 1/2	115 1/2	121 1/2
5	103 1/2	103 1/2	103 1/2	103 1/2	24	99 1/2	101 1/2	115 1/2	121 1/2
6	103 1/2	103 1/2	103 1/2	103 1/2	25	99 1/2	101 1/2	115 1/2	121 1/2
7	103 1/2	103 1/2	103 1/2	103 1/2	26	99 1/2	101 1/2	115 1/2	121 1/2
8	103 1/2	103 1/2	103 1/2	103 1/2	27	99 1/2	101 1/2	115 1/2	121 1/2
9	103 1/2	103 1/2	103 1/2	103 1/2	28	99 1/2	101 1/2	115 1/2	121 1/2
10	99 1/2	101 1/2	115 1/2	121 1/2	29	99 1/2	101 1/2	115 1/2	121 1/2
11	99 1/2	101 1/2	115 1/2	121 1/2	30	99 1/2	101 1/2	115 1/2	121 1/2
12	99 1/2	101 1/2	115 1/2	121 1/2	31	99 1/2	101 1/2	115 1/2	121 1/2
13	99 1/2	101 1/2	115 1/2	121 1/2	Opening	10 1/2	105 1/2	115 1/2	121 1/2
14	99 1/2	101 1/2	115 1/2	121 1/2	Highest	100 1/2	105 1/2	115 1/2	121 1/2
15	99 1/2	101 1/2	115 1/2	121 1/2	Lowest	99 1/2	101 1/2	115 1/2	121 1/2
16	99 1/2	101 1/2	115 1/2	121 1/2	Closing	99 1/2	101 1/2	115 1/2	121 1/2
17	99 1/2	101 1/2	115 1/2	121 1/2	S'ee Jan. 1				
18	99 1/2	101 1/2	115 1/2	121 1/2	Highest	102 1/2	106 1/2	117 1/2	123 1/2
19	99 1/2	101 1/2	115 1/2	121 1/2	Lowest	99 1/2	101 1/2	115 1/2	121 1/2

The following table will show the lowest, highest and closing prices of railway and miscellaneous stocks at the N. Y. Stock Exchange during the months of June and July, 1883.

## RANGE OF STOCKS IN JUNE AND JULY.

	May 31.	Low.	June.	High.	July.	Low.	July.	High.	July 31.
<b>RAILROADS.</b>									
Albany & Susquehanna.....	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2
Atch. Top. & S. Fe.....	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2
Bost. & N. Y. Air L. pr.....	83	83	83	83	83	83	83	83	83
Burl. Ced. Rap. & No.....	81	82 1/2	81 1/2	80	84	80	84	80	84
Canadian Pacific.....	61	61 1/2	65	63 1/2	54 1/4	57 1/4	54 1/4	57 1/4	54 1/4
Canada Southern.....	65	61 1/2	63 1/2	64 1/2	53 1/2	64 1/2	53 1/2	64 1/2	53 1/2
Cedar Falls & Minn.....	14	17 1/2	17 1/2	13	16 1/2	13	16 1/2	13	16 1/2
Central Iowa.....	79 1/2	79 1/2	89	85 1/2	84 1/2	87 1/2	84 1/2	87 1/2	84 1/2
Central of N. Jersey.....	74 1/2	74 1/2	77 1/2	75 1/2	73 1/2	75 1/2	73 1/2	75 1/2	73 1/2
Central Pacific.....	19 1/2	19	20 1/2	19	18 1/2	19	18 1/2	19	18 1/2
Ches. & Ohio.....	29	28 1/2	31	29	27 1/2	29 1/2	27 1/2	29 1/2	27 1/2
Do 1st pref.....	21 1/2	21 1/2	23 1/2	21 1/2	20 1/2	21 1/2	20 1/2	21 1/2	20 1/2
Do 2d pref.....	133 1/2	133 1/2	136	132 1/2	131	136	132 1/2	131	136
Chicago & Alton.....	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
Do pref.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Chic. Burl. & Quincy.....	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2
Chic. Mil. & St. Paul.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Do pref.....	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2
Chic. & Northwest.....	130 1/2	130 1/2	130 1/2	130 1/2	130 1/2	130 1/2	130 1/2	130 1/2	130 1/2
Do pref.....	143 1/2	143 1/2	143 1/2	143 1/2	143 1/2	143 1/2	143 1/2	143 1/2	143 1/2
Chic. & Rock Island.....	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2

\* Prices bid. † Prices asked. ‡ Ex privilege. § Ex dividend.

## RAILROADS.

RAILROADS.	May 31.	June.	July.			
	Low.	High.	Low.	High.	Low.	High.
Chic. St. L. & Pittsb.	14	18	19 1/2	*17 1/2	12 1/2	19 1/2
Do pref.	53 1/2	55	57	*54	50	55
Chic. St. P. Minn. & O.	43 1/2	45	48	*44 1/2	41 1/2	48
Do pref.	103 1/2	104	10 1/2	105 1/2	101 1/2	106
Chn. San. & Cleve	40	40	45		40	42
Clev. Col. Cin. & Ind.	69	70 1/2	77 1/2	75	69 1/2	75 1/2
Clev. & Pittsb., guar.	129 1/2	131	131		133 1/2	131 1/2
Col. & Greenv., pref.	67	65	66		61	61
Col. Chic. & Ind. Cent.	123 1/2	12 1/2	130	124 1/2	122 1/2	130 1/2
Del. Lack. & West	47	41 1/2	48 1/2	42 1/2	36 1/2	45 1/2
Denver & R. Grande	47	41 1/2	48 1/2	42 1/2	36 1/2	45 1/2
Dubuque & Sioux C.	81 1/2	81 1/2	82		82	82
East Tenn. Va. & Ga.	*9	8 1/2	10	9	7 1/2	9 1/2
Do pref.	18 1/2	17 1/2	19 1/2	18	15 1/2	18 1/2
Evansv. & Terre H.	59	59	59		59 1/2	59 1/2
Flint & P. Mar. pref.	107	107	107		99 1/2	99 1/2
Green B. W. & St. P.	95 1/2	9 1/2	95 1/2	*92	90	93
Ham. & St. Jo., pref.	95 1/2	92 1/2	95 1/2		90	93
Harlem	197	199	199		196	196
Houst. & Tex. Cent.	70	67	72 1/2	*67 1/2	68	69
Illinois Central	1132	143			129 1/2	131
Do 1st pref.	80	79	80 1/2		77	80
Indiana Bl. & W.	27 1/2	29	32		27	32
Lake Erie & West.	107 1/2	108 1/2	113 1/2	109 1/2	107 1/2	110 1/2
Lake Shore	107 1/2	108 1/2	113 1/2	109 1/2	107 1/2	110 1/2
Long Island	67 1/2	68 1/2	69 1/2	67 1/2	68 1/2	69 1/2
Louisiana & Mo. R.	13 1/2	13 1/2	13 1/2		13 1/2	13 1/2
Louisville & Nashv.	48 1/2	49	51 1/2	53	44 1/2	51 1/2
Memph. N. A. & Chic.	112 1/2	112 1/2	112 1/2		45	50
Manhattan.	*43	43 1/2	47 1/2		43 1/2	47 1/2
Do 1st pref.	82 1/2	82 1/2	90		83 1/2	83 1/2
Do com.	*42	49	50		45	43 1/2
Manhattan Beach Co.	23	30 1/2	30	24	30 1/2	25
Memph. & Chas'ton.	42	42	45		38	41
Metropolitan Elev.	83 1/2	83 1/2	93		88	90
Michigan Cent.	92 1/2	92 1/2	99		85 1/2	91
Mil. L. Shore & W.	113	10	10	113 1/2	85 1/2	91
Do pref.	44	41	46 1/2	45	43	45 1/2
Minneapolis & St. L.	23 1/2	26	28 1/2	*25 1/2	22 1/2	27 1/2
Do pref.	53 1/2	51 1/2	58 1/2	*56	50	53
Mo. Kans. & Texas	28 1/2	27 1/2	32	30	26 1/2	31 1/2
Missouri Pacific	102 1/2	101 1/2	10 1/2	*102 1/2	98 1/2	105 1/2
Mobile Ont.	112 1/2	112 1/2	112 1/2		112 1/2	112 1/2
Morris & Essex	127 1/2	124	129 1/2		120 1/2	126
Nashv. Chatt. & St. L.	51	51	59	*56 1/2	51	54
N. Y. Cent. & Hud. R.	121 1/2	11 1/2	125	*119 1/2	113 1/2	120 1/2
N. Y. Chic. & St. Louis.	10 1/2	10 1/2	12 1/2	*10 1/2	10	11 1/2
Do pref.	23 1/2	23 1/2	27 1/2	*23 1/2	21 1/2	24 1/2
N. Y. Lack. & West	*57 1/2	57 1/2	63 1/2	*58 1/2	55 1/2	61 1/2
N. Y. Lack. Erie & W.	83 1/2	83 1/2	98 1/2		82 1/2	97 1/2
Do pref.	79	81 1/2			76	80
N. Y. & New Eng'd.	31	36 1/2			29 1/2	31
N. Y. N. H. & Hartf'd	182	177	183	177	175	177
N. Y. Ontario & W.	25 1/2	25 1/2	28 1/2	26 1/2	23 1/2	27 1/2
N. Y. Susq. & West	6 1/2	6 1/2	8		6 1/2	8
Do pref.	19 1/2	18 1/2	20 1/2		18 1/2	20 1/2
Norfolk & West	13	13	13		12	12
Do pref.	41	41 1/2	43	41 1/2	38	42 1/2
Northern Pacific	49 1/2	50	53 1/2	51 1/2	47	52 1/2
Do pref.	86 1/2	87	90 1/2	89 1/2	81 1/2	89
Ohio Central	107 1/2	95 1/2	117 1/2	108 1/2	7 1/2	10 1/2
Ohio & Mississippi	32 1/2	3 1/2	36 1/2	*23	32	34 1/2
Do pref.	105	105 1/2	112 1/2		7	12 1/2
Ohio South-rn	24	24	32		24	32
Oregon Short Line	82 1/2	82 1/2	86 1/2	83 1/2	75 1/2	84 1/2
Oregon & Trans-Con.	*18	18 1/2	22 1/2		17	20
Pho. Decat. & E'ville.	52 1/2	52 1/2	61 1/2	58 1/2	54 1/2	59 1/2
Pied. & Reading	130	131	133		132	133 1/2
Pittsb. Ft. W. & C. guar.	131	131	133		132	133 1/2
Renss. & Saratoga	10	5	1 1/2	6 1/2	6 1/2	7
Rich. & A. S. C. K. tr.	61	58 1/2	64 1/2	64 1/2	55	72
Richmond & West Pt.	36 1/2	31 1/2	39	32 1/2	28	34 1/2
Rochester & Pittsb.	20	18	21 1/2	19	16 1/2	19 1/2
Rome Wat. & Ogd.		29	29			
St. L. & St. H'ton & T.	87 1/2	73	87 1/2		79	80
Do pref.	*9 1/2	9 1/2	97 1/2	*95	92	99
St. L. & S. Francisco.	36	34 1/2	35		30	33
Do pref.	5 1/2	56	59 1/2		50 1/2	56 1/2
Do 1st pref.	99	99	100		93 1/2	99 1/2
St. Paul & Duluth	*35	35	38	*34	31 1/2	38
Do pref.	*65	134 1/2	97 1/2	93 1/2	92 1/2	94 1/2
St. Paul Minn. & Man.	110 1/2	113 1/2	124 1/2	107 1/2	103 1/2	110 1/2
South Carolina	36	36	39 1/2	37 1/2	32 1/2	38 1/2
Texas & Pacific	19 1/2	27 1/2			24	28 1/2
Tex. & St. L. in Texas	22 1/2	24 1/2	24 1/2	24 1/2	20 1/2	21
Do pref.	22 1/2	24 1/2	24 1/2	24 1/2	20 1/2	21
Toledo D. L. & Burl.	93 1/2	9 1/2	8	93 1/2	7 1/2	7 1/2
Union Pacific	24 1/2	24 1/2	30		21	22 1/2
Virgin. & Atl.	26 1/2	26 1/2	31 1/2	29 1/2	24 1/2	30 1/2
Wab. St. L. & Pacific	42	42	46 1/2	43 1/2	38 1/2	43 1/2
Do pref.	42	42	46 1/2	43 1/2	38 1/2	43 1/2

## BANKERS' STERLING EXCHANGE (POSTED RATES) FOR JULY, 1883.

July.	60 days.	De-mand.	July.	60 days.	De-mand.	July.	60 days.	De-mand.
1.....	S.		13.....	4 85	4 85½	25.....	4 81	4 87½
2.....	4 85½	4 89	14.....	4 85	4 88½	26.....	4 81	4 87½
3.....	4 85½	4 89	15.....	S.		27.....	4 84	4 87½
4.....	Holi day		16.....	4 85	4 88½	28.....	4 84	4 87½
5.....	4 85½	4 89	17.....	4 84½	4 88	29.....	S.	
6.....	4 85½	4 89	18.....	4 84½	4 88	30.....	4 84	4 87½
7.....	4 85½	4 89	19.....	4 84½	4 88	31.....	4 84	4 87½
8.....	S.		20.....	4 84	4 87½			
9.....	4 85½	4 89	21.....	4 84	4 87½	Range		
10.....	4 85½	4 89	22.....	S.		High	4 85½	4 89
11.....	4 85½	4 89	23.....	4 84	4 87½	Low.	4 84	4 87½
12.....	4 85	4 88½	24.....	4 81	4 87½			

## THE DEBT STATEMENT FOR JULY, 1883.

The following is the official statement of the public debt as it appears from the books and Treasurer's returns at the close of business on the last day of July, 1883:

## INTEREST-BEARING DEBT

Character of Issue.	Authorizing Act.	When Payable.	Interest Periods.	Amount Outstanding.	
				Registered.	Coupon.
5s of 1881.	'70 and '71	May 1, '81	Q-F.	\$32,045,050	\$.....
3s of 1882.	July 12, '82	At option.	Q-A.	304,241,900	
4s of 1891.	'70 and '71	Sept. 1, '91	Q-M	192,018,450	57,981,550
4s of 1907.	'70 and '71	July 1, 1907	Q-J.	578,253,600	159,253,750
				\$1,106,559,000	\$217,335,300
4s, ref. cts.	Feb. 26, '79			\$337,700	
3s, navy p.f.d	July 23, '68			14,000,000	
Aggregate of interest-bearing debt....				\$1,338,232,000	

\* Continued at 3½ per cent.  
On the foregoing issues there is a total of \$2,556,622 interest over-due and not yet called for. The total current accrued interest to date is \$6,932,025.

**DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.**  
There is a total of over-due debt yet outstanding, which has never been presented for payment, of \$7,267,765 principal and \$361,311 interest. Of this interest, \$211,845 is on the principal of called bonds, which principal is as follows: 5-20s of 1862, \$358,650; do 1864, \$50,400; do 1865, \$61,150; consols of 1865, \$341,800; do 1867, \$713,350; do 1868, \$112,750; 10-40s of 1864, \$247,100; funded loan of 1881, \$388,950; 3's certs., \$5,000; 6s of 1861, continued at 3½ per cent, \$798,300; 6s of 1863, continued at 3½ per cent, \$457,600; 5s of 1881, continued at 3½, \$2,531,750.

## DEBT BEARING NO INTEREST.

Character of Issue.	Authorizing Act.	Amount.
Old demand notes....	July 17, '61; Feb. 12, '62	\$58,910
Legal-tender notes....	Feb. 25, '62; July 11, '62; Mar. 3, '63	346,681,016
Certificates of deposit....	June 8, '72	12,910,000
Gold certificates....	March 3, '63; July 12, '82	83,452,040
Silver certificates....	February 28, '78	89,271,411
Fractional currency....	July 17, '62; Mar. 3, '63; June 30, '64	\$15,375,175
Less amt. est'd lost or destr'y'd, act J'e 21, '79		8,375,934
Aggregate of debt bearing no interest.....		\$539,372,618
Unclaimed Pacific Railroad interest.....		4,619

## RECAPITULATION.

	Amount Outstanding.	Interest.
<b>Interest-bearing debt—</b>		
Bonds at 4½ per cent., continued at 3½..	\$32,045,050	
Bonds at 4½ per cent. ....	250,000,000	
Bonds at 4 per cent. ....	737,607,350	
Bonds at 3 per cent. ....	304,241,900	
Refunding certificates....	337,700	
Navy pension fund.....	14,000,000	
Total interest-bearing debt.....	\$1,338,232,000	\$9,488,647
<b>Debt on which int. has ceased since maturity</b>		
Debt bearing no interest—		
Old demand and legal-tender notes....	346,739,926	
Certificates of deposit....	12,910,000	
Gold and silver certificates....	172,723,451	
Fractional currency.....	6,999,241	
Total debt bearing no interest.....	\$539,372,618	
<b>Unclaimed Pacific Railroad interest.....</b>		4,619
Total.....	\$1,881,872,383	\$9,854,578
Total debt, principal and interest, to date		\$1,894,726,961
Total cash in Treasury.....		381,536,345
Debt, less cash in Treasury, Aug. 1, 1883.		\$1,543,190,616
Debt, less cash in Treasury, July 1, 1883.		1,551,091,207
Decrease of debt during the past month.....		\$7,900,590
Decrease of debt since June 30, 1883.		\$7,900,590
<b>CURRENT LIABILITIES—</b>		
Interest due and unpaid.....		\$2,556,621
Debt on which interest has ceased.....		7,267,765
Interest thereon.....		361,311
Gold and silver certificates....		172,723,451
U. S. notes held for redemption of certificates of deposit.		12,910,000
Cash balance available Aug. 1, 1883.....		155,717,193
Total.....		\$351,536,345
<b>AVAILABLE ASSETS—</b>		
Cash in the Treasury.....		\$351,536,345

## BONDS ISSUED TO THE PACIFIC RAILWAY COMPANIES.

## INTEREST PAYABLE BY THE UNITED STATES.

Character of Issue.	Amount outstanding.	Interest paid by U. S.	Interest repaid by transportation	Balance of interest paid by U. S.
Central Pacific ..	\$25,885,120	\$23,452,555	\$4,592,158	\$18,212,125
Kansas Pacific ..	6,303,000	6,129,333	2,969,049	3,160,283
Union Pacific.....	27,236,512	24,957,850	8,933,292	16,024,557
Central Br. U. P..	1,600,000	1,549,808	152,157	1,390,724
Western Pacific..	1,970,560	1,668,248	9,367	1,658,881
Sioux City & Pac.	1,628,320	1,464,297	121,355	1,342,922
Total.....	\$64,623,512	\$59,222,693	\$16,777,380	\$41,789,514

The Pacific Railroad bonds are all issued under the acts of July 1, 1862, and July 2, 1864; they are registered bonds in the denominations of \$1,000, \$5,000 and \$10,000; bear 6 per cent interest in currency, payable January 1 and July 1, and mature 30 years from their date.

## UNITED STATES TREASURY STATEMENT.

The following statement, from the office of the Treasurer, was issued this week. It is based upon the actual returns from Assistant Treasurers, depositaries and superintendents in mints and assay offices:

## LIABILITIES, AUGUST 1, 1883.

Post-office Department account.....	\$8,053,294	72
Disbursing officers' balances.....	33,797,811	88
Fund for redemption of notes of national banks "failed," "in liquidation," and "reducing circulation".....	34,967,756	60
Undistributed assets of failed national banks.....	187,092	30
Five per cent fund for redemption of nat'l bank notes.	13,977,485	06
Fund for redemption of national bank gold notes.....	232,349	00
Currency and minor-coin redemption account.....	6,641	20
Fractional silver-coin redemption account.....	52,718	55
Interest account, Pacific Railroads and L. & P. Canal Co	4,620	00
Treasurer U. S., agent for paying interest on D. C. bonds	360,199	88
Treasurer's transfer checks and drafts outstanding.....	5,237,291	70
Treasurer's general account—		
Interest due and unpaid.....	\$2,556,621	96
Matured bonds and interest.....	570,158	40
Called bonds and interest.....	6,278,619	85
Old debt.....	780,268	22
Silver certificates.....	83,452,040	00
Silver certificates.....	89,271,411	00
Certificates of deposit.....	12,910,000	00
Balance, including bullion fund.....	156,411,906	05
Total Treasurer's general account.....	\$352,231,055	48
Less unavailable funds.....	694,710	31
	\$351,536,345	17
	\$448,433,606	06

## ASSETS, AUGUST 1, 1883.

Gold coin.....	\$144,016,345	27
Gold bullion.....	58,757,689	89
Standard silver dollars.....	113,057,032	00
Fractional silver coin.....	28,058,141	67
Silver bullion.....	4,486,638	23
Gold certificates.....	23,353,440	00
Silver certificates.....	15,342,730	00
United States notes.....	89,271,411	00
National bank notes.....	8,343,000	28
National bank gold notes.....		
Fractional currency.....	5,669	37
Deposits held by national bank depositaries.....	14,220,131	91
Minor coin.....	517,038	40
New York and San Francisco Exchange.....		
One and two-year notes, &c.....	97	47
Redeemed certificates of deposit, June 8, 1872.....	25,000	00
Quarterly interest checks and coin coupons paid.....	238,991	17
United States bonds and interest.....		
Interest on District of Columbia bonds.....	7,262	37
Speaker's certificates.....	135,942	00
Pacific Railroad interest paid.....	5,790	00
	\$448,433,606	06

## Monetary &amp; Commercial English News

## RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—July 21.			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam	3 mos.	12 5¼ @ 12 5¼	July 21	Short.	12 12
Amsterdam	Short.	12 2½ @ 12 3¼	July 21	"	20 50
Hamburg	3 mos.	20 69 @ 20 73	July 21	Short.	20 50
Berlin	"	20 70 @ 20 74	July 21	"	20 49½
Frankfort	"	20 70 @ 20 74	July 21	"	20 48
Vienna	"	22 13¾ @ 22 16¾	July 21	"	12 00
Antwerp	"	25 33¼ @ 25 58¼	July 21	"	25 52
St. Petersburg	"	22 1½ @ 22 15 ½	July 21	3 mos.	23 ½
Paris	Checks	25 28¾ @ 25 33¾	July 21	Checks	25 29½
Paris	3 mos.	25 48¾ @ 25 53¾	July 21	3 mos.	25 30½
Genoa	"	25 55 @ 25 55	July 21	Short.	25 25
Madrid	"	40¼ @ 40 8	July 21	3 mos.	47 30
Lisbon	"	51 1½ @ 51 1½	July 21	Short.	53 ½
New York	"		July 21	Short.	95 ¾
Alexandria	"		July 18	3 mos.	
Bombay	60 dys	1s. 7½d.	July 21	tel. trsf.	1s. 7½d.
Calcutta	"	1s. 7½d.	July 21	tel. trsf.	1s. 7½d.
Hong Kong	"		July 21	4 mos.	38. 7½d.
Shanghai	"		July 21	"	58. 0½d.

[From our own correspondent.]

LONDON, Saturday, July 21, 1883.

The money market during the past week has been decidedly active, and the cause of the firmness, if not stringency, which prevails, is difficult to account for. The foreign exchanges are generally favorable, trade continues quiet, in consequence of which mercantile bills remain scarce, and the autumnal demand for coin for harvest purposes has not yet commenced, or has certainly not yet assumed any considerable proportions. There has, however, been some eagerness in obtaining accommodation, and the open market rate of discount being about equivalent to the Bank of England minimum, the Bank has acquired some important accession of business. Evidently the supply of funds seeking employment has become much reduced, and it is now perceived that a more cautious policy is necessary. The large number of "calls" falling due each week upon shares in new undertakings, and the heavy amounts which have to be paid on account of recent loans, are absorbing a very considerable proportion of the profits of the country, and rest is now required.



The money lent to the Australian colonies will ultimately lead to profitable results, and we are already deriving some benefit from those transactions. Not only is the interest on those loans accumulating, but as the loans were for the purpose chiefly of extending the railway systems and for the creation of necessary public works, certain and important branches of our commerce should look forward to a larger trade. The exports of railroad iron last month to Australia amounted to 15,209 tons, against only 7,857 tons last year and 5,171 tons in 1881; while the total for the year is 69,001 tons, against 41,568 tons in 1882 and 41,587 tons in 1881. The increase is therefore important, and as the colonies have been borrowing freely of late, there is no reason why the Australian demand for our goods should not continue upon its present active scale for some time to come.

Still, for days past there seems to have been some apprehension quite widely prevailing about the future, as even in influential quarters difficulty is experienced in assigning a cause for so sudden a movement in money. There is, however, no real reason for solicitude. The only facts in the least unfavorable are the negotiations in progress with regard to the Suez Canal, the incident in Madagascar, the circumstance that the autumn trade does not at present show any signs of improvement, the spread of the cholera in Egypt, and the recent important failures, checking, as they have, any tendency to renewed activity in trade. It is, however, obviously prudent under the circumstances to await results, while providing against any possible contingencies. Probably something of that kind has been in progress this week under the fear that a call for shipments of gold to America and elsewhere may later on lead to a higher official rate.

The agitation throughout the country with regard to the proposed extension of the Suez Canal has been considerable, and in consequence of the opposition which the Government scheme has met with, ministers have been unwilling to answer the questions which have been put to them on the subject. Sir Rivers Wilson has been to Paris to see the Messrs. de Lesseps for the Government, and it is understood that he has returned without inducing those gentlemen to modify their terms. Parisian financiers are said to have undertaken to provide the money required, but at what rate of interest is not stated. There is a feeling in this country that the management of the canal should be conducted by a commission composed of gentlemen selected from each nation interested in the canal; but the French will certainly be opposed to this, as England would have a preponderating influence. Eighty per cent of the traffic through the canal is British, and as mercantile profits have now become so reduced, this country is greatly interested in diminishing expenditures wherever practicable. The Manchester Ship Canal, which will be a great undertaking, will enable Lancashire manufacturers to obtain the raw material at a reduced cost, and cheapness of production being a great necessity when competition is so severe, every means will be adopted to reduce charges in all directions. A monopoly so great as that which is enjoyed by M. de Lesseps, and which he exercises pretty harshly, is irritating the manufacturing, mercantile and shipping interests here; but the question should be treated with calmness, as a mutually satisfactory arrangement is, no doubt, possible.

The Bank of England return shows changes not very different from those which had been anticipated. There is an increase of nearly £850,000 in the total of "other securities," but the supply of bullion has slightly diminished and the total is now £22,159,459, against £23,665,108 last year. The total reserve, however, owing to a falling off in the note circulation, has been augmented by £166,181, and amounts to £11,812,694, against £12,771,863 in 1882. The proportion of reserve to liabilities has declined from 42.30 to 41.41 per cent.

The following are the quotations for money and the interest allowed by the discount houses to-day and same day of the previous five weeks:

London	Bank Rate.	Open Market Rates.						Interest Allowed for Deposits by		
		Bank Bills.			Trade Bills.			Joint Stock Banks.	Disc't H'ses	At 7 to 14 Days.
		Three Months.	Four Months.	Six Months.	Three Months.	Four Months.	Six Months.			
June 15	4	3½@3¾	3½@—	3½@3½	3½@4	3½@4½	4 @4½	3	3	3½-3¾
" 22	4	3½@3¾	3½@—	3½@3½	3½@4	3½@4	4 @4½	3	3	3½-3¾
" 29	4	3½@3¾	3½@3½	3½@—	3½@4	3½@4	3½@4½	3	3	3½-3¾
July 6	4	3½@3¾	3½@—	3½@3½	3½@4	3½@4½	3½@4½	3	3	3½-3¾
" 13	4	3½@—	3½@—	3½@—	3½@4	3½@4	3½@4½	3	3	3½-3¾
" 20	4	3½@4	3½@4	3½@4	4 @4½	4½@4½	4½@4½	3	3	3½-3¾

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of consols, the average quotation for English wheat, the price of middling upland cotton, of No. 40 mule twist, fairsecond quality, and the Bankers' Clearing House return, compared with the three previous years:

	1883.	1882.	1881.	1880.
Circulation.....	26,093,765	26,613,245	27,231,255	27,206,920
Public deposits.....	4,473,285	3,456,681	4,657,588	4,999,164
Other deposits.....	23,830,393	28,035,738	28,477,911	26,777,800
Government securities.....	11,965,613	14,349,471	15,885,333	15,345,921
Other securities.....	22,632,913	22,570,394	20,292,005	17,614,082
Reserve of notes & coin.....	11,812,694	12,771,863	13,115,431	16,775,162
Coin and bullion in both departments.....	22,159,459	23,665,108	26,596,686	28,982,082
Proportion of reserve to liabilities.....	41.41	40.4	40.4	52.8
Bank rate.....	4 p. c.	3 p. c.	2½ p. c.	2½ p. c.
Consols.....	99¾	100	101½	98¾
Eng. wheat, av. price.....	42s. 2d.	48s. 5d.	46s. 2d.	43s. 1d.
Mid. Upland cotton.....	57½d.	61½d.	63½d.	67½d.
No. 40 Mule twist.....	9½d.	10½d.	10½d.	11½d.
Clearing-house return.....	132,735,000	135,427,000	147,424,000	103,616,000

The Bank rate of discount and open market rates at the chief Continental cities now and for the previous three weeks have been as follows. The open market rates for Paris and Berlin are firmer

Rates of Interest at	July 19.		July 12.		July 5.		June 28.	
	Bank Rate.	Open Market.	Bank Rate.	Open Market.	Bank Rate.	Open Market.	Bank Rate.	Open Market.
Paris.....	3	2½	3	2½	3	2½	3	2½
Berlin.....	4	3½	4	3½	4	3½	4	3½
Frankfurt.....	—	3½	—	3½	—	3½	—	3½
Hamburg.....	—	3½	—	3½	—	3½	—	3½
Amsterdam.....	3½	3½	3½	3½	3½	3½	3½	3½
Brussels.....	3½	3½	3½	3	3	3	3	3
Madrid.....	5	4½	5	4½	5	4½	5	4½
Vienna.....	4	3½	4	3½	4	3½	4	3½
St. Petersburg.....	6	5½	6	5½	6	5½	6	5½

Respecting the bullion movements during the past week Messrs. Pixley & Abell observe:

Gold—There is no demand for gold, and all arrivals are purchased by the Bank of England; about £86,000 in bars and coin having been sent in; 100,000 sovereigns have been withdrawn for Lisbon. The Tamar, from the River Plate, brought £18,474; the British Queen, from New Zealand, £24,000; and the Lusitania, from Australia, £55,000. Some amount has also arrived from the Continent, but the whole, according to present indications, will ultimately be sold to the Bank of England. £5,000 was shipped to Bombay on the 17th inst. per P. & O. steamer Brindisi.

Silver has fallen in value; the Cordillera from Chili, noticed by us last week, brought £30,800, sold on 13th inst. at 50 7-16d. per oz. standard; the price has since receded to 50 5-16d., our quotation of this day, owing to lower exchanges from India, and to the reduced rate obtained for the India Council bills yesterday. The arrivals have been altogether unimportant. The P. & O. steamer Brindisi took on 17th inst. £54,000 to Bombay and £55,000 to Calcutta.

Mexican Dollars—The dollars by the French steamer Ville de St. Nazaire, to which we alluded in our last circular, were sold on 13th inst. at 49½d. per oz., and this price has been maintained since. The Caldera has arrived with £27,000. The shipments yesterday, per P. & O. steamer Rosetta, were—£42,000 to Penang, £60,000 to Singapore and £1,780 to Shanghai.

The quotations for bullion are reported as below:

Price of Gold.				Price of Silver.			
July 19.		July 12.		July 19.		July 12.	
s. d.	s. d.	s. d.	s. d.	d.	d.	d.	d.
Bar gold, fine.....oz.	77 9	77 9	77 9	Bar silver, fine.....oz.	50 5-16	50 7-16	
Bar gold, contain'g 20 dwts. silver.....oz.	77 10½	77 10½	77 10½	Bar silver, contain'g 5 grs. gold.....oz.	50 11-16	50 13-16	
Span. doubloons.....oz.	73 9½	73 10	73 10	Cake silver.....oz.	54 5-16	54½	
S.A.M. doubloons.....oz.	73 8½	73 8½	73 8½	Mexican dollars.....oz.	40½	40 3-16	
U.S. gold coin.....oz.	76 3½	76 3½	76 3½	Chilian dollars.....oz.	.....	.....	
Ger. gold coin.....oz.	.....	.....	.....				

Tenders for the New South Wales Government loan for £3,000,000 were received at the Bank of New South Wales on Tuesday, but they only exceeded the amount required by £140,200. Most of the tenders were at par, those at £100 receiving 92 per cent of the amount applied for. The average price was £100 3s.

On the same day tenders were received at the National Bank of Australia for £250,000 Melbourne Harbor Trust Commissioners 5 per cent bonds. The applications amounted to £355,000, at prices ranging from the minimum up to 104. Tenders at and above £101 0s. 6d. will receive allotments in full, and those at £101 about 55 per cent, the average price being £101 6s. 6d.

The East Florida Land & Produce Company (limited) invites subscriptions to £200,000, in £10 shares. The estate it is proposed to acquire is situated in Florida, near St. Augustine, and the price to be paid for it is \$5 per acre, of which £21,000 is payable in fully paid-up shares, and the remainder in cash. The present issue is to consist of 17,000 shares.

The following, relating to the state of the weather during the past five weeks, is from the Meteorological Department:

The amount of bright sunshine was fairly good; it varied from 28 per cent in the northeast of England to 48 per cent in the east of England, so that we have the two extremes in adjacent districts; the first week, ending 4th, was generally the brightest.

The amount of rain was somewhat in excess of the average in the south of England and Ireland and in the east of Scotland. Most rain fell in the latter part of the month, at which time thunderstorms were rather frequent; more rain fell in June last year, especially in the western part of our islands. In London on 9.37 inch was measured, whereas last year the fall was 3.2 inches. This year no rain fell from May 27 to June 14, and rain fell only on one day (May 20th) out of 31 days, from May 15th to June 14th. The Caiswick observations for the years 1826 to 1869 show the longest period without rain to be 32 days in 1846, from May 21st to June 21st; the next longest, also at the same time of year, was 30 days in 1826, from June 8th to July 7th.

The following is a summary of temperature, rainfall, and duration of bright sunshine, in the United Kingdom for the five weeks ended July 2:

Districts.	Highest.	Lowest.	Mean.	Temperature.		Rainfall.		Bright sunshine.
				Difference from average.	No. of rainy days.	Total fall.	Difference from average.	
Prin'pal wheat producing—	Degs.	Degs.						
Scotland, E. ....	75	35	54	Average.	43	1.5	0.5 less.	37
England, N.E. ....	76	37	55	Average.	46	3.4	1.0 more.	23
England, E. ....	83	37	57	1 deg. above.	37	3.3	1.0 more.	46
Mid. counties. ....	81	36	57	1 deg. below.	49	3.9	1.3 more.	39
England, S. ....	84	37	58	Average.	37	1.5	0.6 less.	43
Grazing, &c.—								
Scotland, W. ....	73	37	55	1 deg. below.	57	3.2	0.5 more.	36
England, N.W. ....	75	38	56	1 deg. below.	49	3.1	0.4 more.	37
England, S.W. ....	76	38	56	1 deg. below.	57	2.9	0.5 more.	41
Ireland, N. ....	74	37	55	2 deg. below.	68	3.1	0.5 more.	31
Ireland, S. ....	73	41	56	1 deg. below.	63	2.8	0.3 less.	35

The above table is drawn up from information published by the Meteorological Office.

The following dividends have been announced:

London Tilbury & South End Railway Company, at the rate of 3½ per cent per annum, and £496 carried forward, against 3 per cent per annum, with £203 carried forward last year; London & St. Katharine Docks Company, at the rate of 2½ per cent per annum, carrying forward £1,038; London Street Tramways Company, at the rate of 8 per cent per annum, carrying forward £1,350; Globe Telegraph Company, 3s. on the preference and 3s. 6d. on the ordinary shares; Alabama Great Southern Railway Co., 4s. on the "A" shares. Swansea Dock (limited), at the usual rate of 6 per cent; New Zealand Trust & Loan Co., 10s. per share on the old ordinary shares and 6s. 3d. on the new shares, being at the rate of 20 per cent per annum; Great Eastern R.R. Co., nil; Union Bank of Australia, at the rate of 15 per cent per annum; Southampton Dock, at the rate of 2½ per cent; London & County Bank, at the rate of 22 per cent; Belfast Street Tramways Company, at the rate of 3½ per cent per annum, £2,200 carried forward; Wolverhampton Tramways Company, 2s. per share, £215 carried forward; Brazilian Imperial Central Bahia Railway Company, interim, at the rate of 7 per cent per annum; and Western & Brazilian Telegraph Company, interim, 3s. 9d. per share, or 1½ per cent on the ordinary shares; Lancashire & Yorkshire Railway, 4 per cent per annum, against 4½ per cent; Bank of Egypt, rate of 5 per cent; Gas Light & Coke Company, rate of 11 per cent per annum.

Less rain has fallen during the past week, but the temperature has been very low for the season of the year, and it is difficult to say, therefore, when the commencement of harvest work is probable. Even in early districts it is not likely that wheat-cutting will be in operation until the first week in August, and real harvest weather will be necessary if anything considerable is accomplished at that date. The delay, however, which has arisen, and the anxieties which prevail, have scarcely any influence upon the wheat trade, which is still very slow, millers showing no disposition to purchase in excess of their actual requirements. In a few localities, the tone is regarded as being somewhat firmer, an occasional advance of 6d. per quarter having been obtained; but the improvement is so trifling as scarcely to deserve notice, more especially as prices are still at a low point. A telegram just received from Hungary states that the crops in that country promise fair average results, especially as regards wheat, rye and oats; but that the yield of barley will be disappointing. With fine weather, the yield of produce in Europe will be fairly satisfactory—a result which should be congratulatory, as the sowing season was very unpropitious, especially during the autumn and winter months.

The following quantities of wheat, flour and Indian corn are estimated to be afloat to the United Kingdom, Baltic produce not included:

	At present.	Last week.	1882.	1881.
Wheat.....qrs.	1,455,000	1,610,000	1,812,000	1,707,000
Flour.....	186,000	174,000	157,000	110,000
Indian corn.....	292,000	394,000	281,000	630,000

The following statement shows the extent of the imports of cereal produce into the United Kingdom during the first forty-six weeks of the season, etc.:

	1882-3.	1881-2.	1880-1.	1879-80.
Wheat.....cwt.	58,972,833	52,398,605	57,377,763	51,535,184
Barley.....	14,954,180	12,100,324	10,274,978	11,300,435
Oats.....	13,546,443	9,693,297	9,272,133	12,971,512
Peas.....	1,931,732	1,354,874	2,202,180	1,903,914
Beans.....	2,787,561	1,601,241	2,138,818	2,450,914
Indian corn.....	20,669,561	20,816,815	31,733,022	26,127,818
Flour.....	15,108,913	8,817,585	11,221,906	9,080,194

	1882-3.	1881-2.	1880-1.	1879-80.
Imports of wheat, cwt.	58,972,833	52,398,605	51,377,763	51,535,184
Imports of flour.....	15,098,913	8,817,585	11,221,906	9,080,194
Sales of home-grown produce.....	41,282,751	31,084,650	26,883,000	21,997,230
Total.....	115,344,496	92,200,340	89,479,669	82,612,608
Average price of English wheat for season, qrs.	41s. 9d.	46s. 9d.	43s. 4d.	46s. 3d.

	1882-3.	1881-2.	1880-1.	1879-80.
Visible supply of wheat in the U. S. .... bush.	18,800,000	9,630,000	14,900,000	11,000,000
Supply of wheat and flour afloat to U. K. qrs.	1,881,000	1,979,000	1,824,000	.....

The extent of the sales of home-grown wheat, barley and oats in the 150 principal markets of England and Wales, during the first 46 weeks of the season, together with the average prices realized, is shown in the following statement:

	1882-3.	1881-2.	1880-1.	1879-80.
Wheat.....qrs.	2,380,543	1,793,346	1,551,121	1,239,071
Barley.....	1,911,843	1,631,106	1,179,976	1,379,493
Oats.....	276,129	217,083	166,403	149,774

	1882-3.	1881-2.	1880-1.	1879-80.
Wheat.....qrs.	41 9	46 9	43 4	46 3
Barley.....	32 10	31 4	32 3	35 1
Oats.....	21 7	21 7	24 0	22 4

Converting the supplies of wheat into cwt., the totals for the whole kingdom are as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Wheat.....cwt.	41,262,750	31,034,650	24,830,000	21,997,230

#### English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending August 3:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz. ....	507½	507½	507½	507½	507½	507½
Consols for money.....	99½	99½	99½	99½	99½	99½
Consols for account.....	99½	99½	99½	99½	99½	99½
Fr'ch rentes (in Paris) fr.	79.00	79.07½	79.25	79.35	80.40	80.12½
U. S. 5s ext'd into 3½s.....	104½	104½	104½	104½	104½	104½
U. S. 4½s of 1891.....	115½	115½	115½	115½	115½	115½
U. S. 4s of 1907.....	122	122	122	122	122	122
Chic. Mil. & St. Paul.....	106	106	106½	104½	106½	106½
Erie, common stock.....	36	36	36	35½	35½	35½
Illinois Central.....	135½	135½	135½	135	134½	134½
N. Y. Ontario & West'n.....	25½	25½	25½	24½	24½	24½
Pennsylvania.....	59½	59½	59½	59½	59½	59½
Philadelphia & Reading.....	28½	29	29½	28½	29	29
New York Central.....	119½	119½	119½	119	119	118½

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Flour (ex. State).....100 lb.	12 0	12 0	12 0	12 0	12 0	12 0
Wheat, No. 1, w. l. ....	8 8	8 8	8 8	8 6	8 6	8 6
Spring, No. 2, n. ....	9 0	9 0	9 0	9 0	9 0	9 0
Winter, West., n. ....	9 1	9 0	8 11	8 11	8 10½	8 10½
Cal., No. 1.....	9 4	9 4	9 3	9 3	9 3	9 3
Cal., No. 2.....	9 1	9 1	9 0	9 0	9 0	9 0
Corn, mix., West., n. ....	5 7½	5 7	5 4½	5 4	5 3½	5 3½
Pork, West. mess., 9 bbl.	75 0	75 0	75 0	76 0	76 0	76 0
Bacon, long clear, new.....	41 6	41 6	41 6	41 0	40 0	40 0
Beef, pr. mess., new 9½ lb.	78 0	78 0	78 0	78 0	78 0	78 0
Lard, prime West. 9 cwt.	46 6	46 6	46 0	45 6	45 0	45 0
Chassis, Am. finest new.....	52 6	52 6	52 0	51 6	51 6	51 6

#### Commercial and Miscellaneous News

BONDS HELD BY NATIONAL BANKS.—The following interesting statement, furnished by the Comptroller of the Currency, shows the amount of each class of bonds held against national bank circulation and to secure public moneys in national bank depositories on Aug. 1. We gave the statement for July 1 in CHRONICLE of July 7, page 11, and by referring to that the changes made during the month can be seen.

Description of Bonds.	U. S. Bonds Held Aug. 1, 1883, to Secure—		
	Public Deposits in Banks.	Bank Circulation.	Total Held.
3s. Act July 12, 1882.....	\$5,656,000	\$202,000,850	\$210,656,850
Currency 6s.....	120,000	3,452,000	3,572,000
5 per cents.....	.....	15,000	15,000
4½ per cents.....	1,160,500	39,871,000	41,031,500
4 per cents.....	6,928,000	104,756,150	111,684,150
6s, ext. at 3½.....	205,000	6,187,800	7,022,800
6s, ext. at 3.....	96,500	385,700	482,200
Total.....	\$17,166,000	\$357,298,500	\$374,464,500

CHANGES IN LEGAL TENDERS AND NATIONAL BANK NOTES TO AUG. 1.—The Comptroller of the Currency has furnished us the following, showing the amounts of national bank notes outstanding July 1, together with the amounts outstanding Aug. 1, and the increase or decrease during the month; also the changes in legal tenders held for the redemption of bank notes up to Aug. 1:

National Bank Notes—		
Amount outstanding July 1, 1883.....		\$356,073,281
Amount issued during July.....	\$1,114,110	
Amount retired during July.....	2,163,125	1,049,015
Amount outstanding Aug. 1, 1883*.....		\$355,024,266
Legal Tender Notes—		
Amount on deposit to redeem national bank notes July 1, 1883.....		\$37,299,780
Amount deposited during July.....	\$902,070	
Amount reissued & bank notes retired in July.....	2,147,800	1,245,730
Amount on deposit to redeem national bank notes Aug. 1, 1883.....		\$36,954,050

\* Circulation of national gold banks, not included above, \$747,964.



According to the above the amount of legal tenders on deposit Aug. 1 with the Treasurer of the United States to redeem national bank notes was \$36,051,050. The portion of this deposit made (1) by banks becoming insolvent, (2) by banks going into voluntary liquidation, and (3) by banks reducing or retiring their circulation, was as follows on the first of each of the last five months:

Deposits by—	Apr. 1.	May 1.	June 1.	July 1.	Aug. 1.
Insolvent bks	\$950,001	\$887,316	\$945,454	\$966,126	\$968,134
Liquid'g bks	15,814,829	15,692,130	15,743,519	15,335,347	14,799,939
Reduc'g und'f					
act of 1874.	22,889,160	22,504,593	22,185,629	20,998,007	20,287,937
Total	39,653,990	39,084,071	38,374,602	37,299,780	36,051,050

COINAGE BY UNITED STATES MINTS.—The following statement, kindly furnished us by the Director of the Mint, shows the coinage executed at the Mints of the United States during the month of July, and for the seven months of 1883:

Denomination.	Month of July.		Seven months of 1883.	
	Pieces.	Value.	Pieces.	Value.
Double eagles.....	53,000	\$1,160,000	563,732	\$11,274,640
Eagles.....	12,000	120,000	191,640	1,916,400
Half eagles.....			149,440	727,200
Three dollars.....			40	120
Quarter eagles.....			40	100
Dollars.....			3,840	3,840
Total gold.....	70,000	1,280,000	907,732	13,952,300
Standard dollars.....	2,425,000	2,425,000	16,725,819	16,725,819
Half dollars.....			819	409
Quarter dollars.....			819	205
Dimes.....			3,264,819	326,452
Total silver.....	2,425,000	2,425,000	19,992,276	17,052,915
Five cents.....	256,000	12,800	13,565,498	678,274
Three cents.....			5,419	163
One cent.....	1,600,000	16,000	22,386,419	223,861
Total minor.....	1,856,000	28,800	35,957,326	902,301
Total coinage.....	4,351,000	3,733,800	56,857,334	31,907,516

NATIONAL BANKS.—The following national banks have lately been organized:

- 3,007—The First National Bank of Barnett, Texas. Capital, \$50,000. W. H. Westfall, President; W. H. Hotchkiss, Cashier.
- 3,008—The Dallas National Bank, Dallas, Texas. Capital, \$150,000. R. V. Tompkins, Vice-President; E. M. Reardon, Cashier.
- 3,009—The German-American National Bank of St. Cloud, Minn. Capital, \$50,000. Charles A. Hull, President; Edgar Hull, Cashier.
- 3,010—The First National Bank of Havre de Grace, Md. Capital, \$60,000. Arthur Vosbury, President; R. K. Vanneman, Cashier.
- 3,011—The Chenango National Bank of Norwich, N. Y. Capital, \$100,000. Cyrus B. Martin, Pres't; Henry T. Dunham, Cashier.
- 3,012—The Albia National Bank, Albia, Iowa. Capital, \$50,000. Wm. Bradley, President; J. R. Hays, Cashier.
- 3,013—The Indiana National Bank of Bedford, Ind. Capital, \$50,000. Archibald C. Voris, President; Thos. H. Malott, Cashier.
- 3,014—The First National Bank of Mexico, Texas. Capital, \$50,000. Wm. Kaesler, President; W. L. Murphy, Cashier.
- 3,015—The First National Bank of Breham, Texas. Capital, \$50,000. F. A. Engelke, President; J. N. Brown, Cashier.
- 3,016—The Hunt County National Bank of Greenville, Texas. Capital, \$75,000. Asa Holt, President; Alex. Cameron, Cashier.
- 3,017—The Union National Bank of Ames, Iowa. Capital, 50,000. Wallace M. Greeley, President; E. E. Chamberlain, Cashier.
- 3,018—The First National Bank of Marion, Kansas. Capital, \$50,000. Richard M. Crane, President; Wm. H. Dudley, Cashier.
- 3,019—The Peoples' National Bank of Middletown, Del. Capital, \$80,000. James V. Crawford, President; ———, Cashier.
- 3,020—The Naugatuck National Bank, Naugatuck, Conn. Capital, \$100,000. George A. Lewis, President; ———, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show a decrease in both dry goods and general merchandise. The total imports were \$5,430,890, against \$11,737,265 the preceding week and \$9,362,915 two weeks previous. The exports for the week ended July 31 amounted to \$6,040,980, against \$7,782,292 last week and \$6,039,319 two weeks previous. The following are the imports at New York for the week ending (for dry goods) July 26 and for the week ending (for general merchandise) July 27; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods.....	\$3,400,456	\$2,639,201	\$3,345,578	\$1,939,901
Gen'l mer'dise.....	5,261,126	5,649,810	7,392,900	3,490,959
Total.....	\$8,661,582	\$8,289,011	\$10,738,478	\$5,430,890
Since Jan. 1.....				
Dry goods.....	\$75,420,542	\$62,259,961	\$77,775,969	\$71,244,800
Gen'l mer'dise.....	218,172,260	214,524,753	216,361,847	194,296,774
Total 30 weeks.....	\$293,592,802	\$216,784,714	\$294,140,816	\$266,581,583

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending July 31, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1880.	1881.	1882.	1883.
For the week.....	\$8,628,139	\$7,302,229	\$6,909,413	\$8,010,960
Prev. reported.....	221,835,733	213,707,852	180,931,533	195,550,193
Total 30 weeks.....	\$233,463,872	\$221,010,081	\$177,840,946	\$203,561,153

The following table shows the exports and imports of specie at the port of New York for the week ending July 23, and since Jan. 1, 1883, and for the corresponding periods in 1882 and 1881:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	.....	\$9,300	\$.....	\$1,955,779
France.....	.....	.....	.....	104,220
Germany.....	.....	.....	.....	2,066,007
West Indies.....	.....	20,080	174,128	733,352
Mexico.....	.....	.....	1,000	77,335
South America.....	.....	138,693	3,827	143,370
All other countries.....	.....	89,785	.....	18,236
Total 1883.....	\$.....	\$257,768	\$178,955	\$5,098,390
Total 1882.....	1,507,228	32,851,815	10,173	613,749
Total 1881.....	.....	310,800	293,491	28,621,039
<b>Silver.</b>				
Great Britain.....	\$177,675	\$7,386,159	\$.....	\$.....
France.....	.....	392,974	481	512
Germany.....	.....	.....	.....	246,230
West Indies.....	.....	43,276	16,081	236,920
Mexico.....	.....	.....	32,208	1,879,597
South America.....	.....	5,720	3,278	93,619
All other countries.....	.....	3,714	.....	5,538
Total 1883.....	\$177,675	\$7,831,873	\$52,051	\$2,462,316
Total 1882.....	223,250	6,896,327	16,633	1,401,114
Total 1881.....	277,000	6,465,725	57,947	1,754,218

Of the above imports for the week in 1883, \$4,040 were American gold coin and \$9,433 American silver coin.

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances.	
			Coin.	Currency.
July 23..	\$653,572 44	\$698,046 29	\$116,797,705 27	\$7,427,086 27
" 30..	1,831,517 60	1,421,749 63	117,136,836 62	7,497,672 89
" 31..	2,070,492 98	1,453,458 51	117,782,127 04	7,497,376 04
Aug. 1..	\$86,562 90	1,094,293 03	117,782,587 47	7,250,182 48
" 2..	1,293,934 53	2,230,802 52	116,930,054 92	7,174,847 03
" 3..	1,151,862 82	1,102,041 52	117,083,651 95	7,072,071 33
Total.....	7,890,852 39	8,002,394 50	.....	.....

Louisville New Orleans & Texas.—A contract has been let to Dunavant & Kelly, of Memphis, Tenn., for all the unfinished work from the Louisiana State line north to Natchez, Miss. The contract includes some heavy cuts and fills.

Michigan Central.—Grading is now well advanced on the Welland cut-off on the Canada Southern Division, from Welland, Ont., to Suspension Bridge, and tracklaying has been begun. Work is progressing steadily on the abutments for the bridge over the Niagara River.

Ohio & Mississippi.—A mortgage for \$16,000,000 was recorded Aug. 1 at Springfield, Ill. Cyrus C. Hines, of Indiana, and the Union Trust Company, of New York, being the trustees.

—The Guarantee Company of North America, which issues bonds of suretyship for employees in positions of trust, publishes its annual statement for the year ending June 30, 1883. The paid-up capital is \$300,000; the assets \$410,341; the surplus as regards the insured is \$343,393, and the surplus as to shareholders of the company is \$43,393. The head office is at Montreal, Canada, Sir Alex. T. Galt, President, and the list of New York directors includes the names of Jos. W. Drexel, A. L. Hopkins, H. Victor Newcomb, John Paton, Daniel Torrance, Gen. E. F. Winslow and Erastus Wiman. The New York branch office is at 178 Broadway, Mr. D. J. Tompkins, Secretary.

—The card of Messrs. Geo. Stark & Co., who buy and sell Western farm mortgages, will be found in the CHRONICLE this week. It is difficult to get good railroad bonds yielding more than 5@6 per cent per annum, and farm mortgages have been a favorite kind of investment for many years past.

—Messrs. John W. Ellis and D. B. Safford have retired from the firm of Winslow, Lanier & Co., and Messrs. H. C. Fahnestock and J. F. D. Lanier have become members of the firm.

—Messrs. Winslow, Lanier & Co. will pay, on and after August 1st, the interest and dividends on various securities, a list of which will be found in our advertising columns.

Auction Sales.—The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son.

Shares.		Bonds.	
40 Corn Exchange Bank.....	178	3,000 Shreve Farm Oil Co....	\$1
1,710 Lykens Valley RR. & Coal Co.....	132½	10 Knickerbocker Anthracite Coal Co.....	\$2
54 Mechanics' Nat. Bank.....	151¼	100 Isaac's Harbor Gold Co....	\$1
22 2d Nat. Bk. of New Haven.....	157	1,100 Prescott Petroleum Co....	\$1
100 Sun Mutual Ins. Co.....	53	10 Farrant Fire Ins. Co.....	11½
3 Mercantile Mut'l Ins. Co....	3	35 Sterling Fire Ins. Co.....	60
2 N. Y. & Greenwood Lake RR. Co.....	2	20 Howard Fire Ins. Co.....	70½
80 Pacific Bank.....	171	\$16,000 Gr. Rap. & Ind. RR. 1st land gr. 7½, due 1899.....	116
100 Pacific Fire Ins. Co.....	171	\$1,300 Wabash RR. 6 per cent scrip for funded coupons from Tol. Wab. & Western RR. consol. conv.....	77
33 Broadway & 7th Avenue RR. Co.....	149½	\$250 N. Y. & Greenwood Lake RR. 1st mortgage.....	28½
101 Bleeker Street & Fulton Ferry RR. Co.....	24	\$5,000 N. Y. & Greenwood Lake RR. 2d mort. bonds.....	7½
5 Sutjesvat Safe Deposit Co.....	105		
120 Pacific Fire Ins. Co.....	170¼		
213 New York Consol dated Stage Co.....	\$15		

# The Bankers' Gazette.

## DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
<b>Railroads.</b>			
Alabama Great Southern.....	4 shill.	.....	.....
Chicago & Alton, com. and pref.....	4	Sept. 1	Aug. 16 to Sept. 2
Conn. & Pass. Rivers, pref.....	3	Aug. 1	.....
Kansas City Ft. Scott & Gulf, pref.....	4	Aug. 15	Aug. 8 to Aug. 15
Maine Central.....	3	Aug. 15	.....
Mar. Houghton & Ont., pref.....	4	Aug. 15	Aug. 6 to Aug. 11
Massachusetts.....	3	Aug. 1	.....
<b>Bank.</b>			
Manhattan.....	4	Aug. 10	.....
<b>Miscellaneous.</b>			
Iowa RR. Land (quar.).....	1	Aug. 1	.....
Schuykill Nav. Co., pref.....	70c.	Aug. 15	July 31 to Aug. 15
do do com.....	35c.	Aug. 15	July 31 to Aug. 15

NEW YORK, FRIDAY, AUG. 3, 1883-5 P. M.

**The Money Market and Financial Situation.**—The failures in the shoe and leather trade during the past week have increased the distrustful and conservative feeling which has been so long prevalent. But the most careful observers are satisfied that the causes of the failures are confined mainly to that particular line of trade, and do not extend to mercantile credit as a whole. The general features of "over-production," and consequent declining prices during the last year and a half, which are at the bottom of the recent failures in the leather trade, have already had their effects upon some of the other great lines of trade, and to a large extent these branches of business have been re-established on a new basis of lower prices and diminished production. To what extent the Boston banks may be affected, or how much they hold of the outstanding paper of the various suspended firms, is, of course, only conjecture. But the strong competition in the production of leather and the absence of profits, for the last two years, have been well known to them for some time, and it is presumed they have had sufficient warning to enable them to avoid a concentration of losses that would cripple any one of them.

In other respects the general situation has improved. The labor strikes have not been abandoned yet, but in some lines of industry agreements between employers and employees have been reached, so that many of the operatives are returning to work. The most important of the strikes, the telegraphers', has not been settled, it is true, but that at least has developed no further new or disturbing features. On the other hand, there has been a general improvement in the crop prospects in every part of the United States and Territories, from Texas to Dakota and from Oregon to the Atlantic seaboard.

The supplies of money offered for both call and time on collateral security have increased in the last week, and at times there were no borrowers on call, even at  $1\frac{1}{2}$  per cent per annum, while time loans on good collaterals have been made as low as 4 and  $4\frac{1}{2}$  for 60 and 90 days, and even in a few cases at the latter rate for six months. There has, however, been no change in the rates of discount for mercantile paper; on the contrary the recent failures have caused a much closer scrutiny of all paper offered. The payment of interest on the public debt and the interest and dividend disbursements on corporate securities have thrown a great deal of money into the market, which in the present distrustful state of the public mind is seeking employment in loans instead of investments, as it would under a more normal condition of affairs.

The last statement of the New York banks, like the one preceding, showed a change to a more conservative condition, by a contraction of \$1,105,800 in loans, but at the same time there was a loss of \$249,600 in the surplus reserve (mainly because of a decrease in the amount of specie held), leaving the total surplus, however, at \$9,339,725, against \$5,381,025 at the corresponding time a year ago.

While the tendency of the rates of interest was downward in New York during the whole month of July, it was upward in London, though there has been no further hardening of rates there in the last week. The higher rates of interest in London than in New York have been instrumental in sustaining the quotations for sterling exchange; but it is believed that as soon as our export staples from the new crops begin to move out in large quantities—or as soon, at least, as bills are drawn against such shipments—a decline in the rates for sterling will take place, possibly to a point later in the year that will permit of an important movement of gold to this country. There is not at present, nor has there been for a month past, any sufficient movement of American securities between New York and Europe to affect either the rates of interest or of foreign exchange.

The weekly statement of the Bank of England shows an increase of £353,000 in bullion, and the proportion of reserve to liabilities has risen from  $44\frac{1}{4}$  to  $44\frac{3}{4}$  per cent. The Bank of France has lost 4,025,000 francs gold and 1,300,000 francs silver, and the Bank of Germany shows a decrease of 1,937,000 marks.

The following table shows the changes from the previous week and a comparison with the two preceding years in the averages of the New York Clearing House banks.

	1883. July 28.	Differences from previous week.	1882. July 29.	1881. July 30.
Loans and dis.	\$327,250,300	Dec. \$1,105,800	\$332,610,300	\$349,188,400
Specie.....	63,130,000	Dec. 1,516,700	60,610,500	81,043,400
Circulation.....	15,378,690	Dec. 204,800	18,191,700	19,212,900
Net deposits.....	323,575,900	Dec. 2,629,200	319,669,100	351,777,900
Legal tenders.....	27,103,700	Dec. 609,800	24,687,800	16,931,800
Legal reserve.....	\$80,893,975	Dec. \$657,300	\$79,917,275	\$87,944,475
Reserve held.....	90,233,700	Dec. 906,900	85,298,300	97,973,200
Surplus.....	\$9,339,725	Dec. \$249,600	\$5,331,025	\$10,030,725

**Exchange.**—The foreign exchange market has been very dull the past week. The mercantile demand for remittances has been comparatively small. On the other hand, the supply of bills has also been small, while at the same time there has been but little forward drawing against future shipments of produce, owing to the higher rates of interest prevailing abroad than here, and on Friday, the 3d, these features caused an advance of  $\frac{1}{2}$  cent on the pound in the posted rates for sterling, though it is believed the advance is temporary only. On Tuesday, the 31st, however, there was some reduction in the posted rates for Continental exchange, which shows that the tendency is downward. The rates for sterling on Friday were as follows: On sixty days, 4  $8\frac{1}{4}$  @ 4  $8\frac{1}{4}$ ; demand, 4  $8\frac{1}{4}$  @ 4  $8\frac{1}{4}$ ; cables, 4  $8\frac{1}{4}$  @ 4  $8\frac{1}{4}$ ; commercial bills, 4  $8\frac{1}{4}$  @ 4  $8\frac{1}{4}$ .

Quotations for foreign exchange are as follows, the highest prices being the posted rates of leading bankers:

August 3.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.....	4 $8\frac{1}{4}$ @ 4 $8\frac{1}{4}$	4 $8\frac{1}{4}$ @ 4 $8\frac{1}{4}$
Prime commercial.....	4 $8\frac{1}{4}$ @ 4 $8\frac{1}{4}$	4 $8\frac{1}{4}$ @ 4 $8\frac{1}{4}$
Documentary commercial.....	4 $8\frac{1}{4}$ @ 4 $8\frac{1}{4}$	4 $8\frac{1}{4}$ @ 4 $8\frac{1}{4}$
Paris (francs).....	5 $22\frac{1}{2}$ @ 5 $20\frac{1}{2}$	5 $19\frac{1}{2}$ @ 5 $17\frac{1}{2}$
Amsterdam (guilders).....	3 $3\frac{1}{4}$ @ 40	40 @ 40 $\frac{1}{4}$
Frankfort or Bremen (reichmarks).....	94 $\frac{1}{4}$ @ 94 $\frac{1}{4}$	94 $\frac{1}{4}$ @ 95 $\frac{1}{4}$

**United States Bonds.**—Increased firmness has characterized the market for government bonds the past week. The long-date issues are  $\frac{1}{4}$  @  $\frac{1}{4}$  higher, while the threes remain unchanged.

The closing prices at the N. Y. Board have been as follows:

Interest Periods.	July 28.	July 30.	July 31.	Aug. 1.	Aug. 2.	Aug. 3.
5s, continued at 3%.....	Q.-Feb.	.....	.....	.....	.....	.....
4s, 1891.....	reg. Q.-Mar.	*112 $\frac{1}{2}$	*112 $\frac{1}{2}$	*112 $\frac{1}{2}$	*111 $\frac{1}{2}$	*112 $\frac{1}{2}$
4s, 1891.....	coup. Q.-Mar.	*112 $\frac{1}{2}$	*112 $\frac{1}{2}$	*112 $\frac{1}{2}$	*113	*112 $\frac{1}{2}$
4s, 1907.....	reg. Q.-Jan.	*119	*119	*119 $\frac{1}{2}$	*119 $\frac{1}{2}$	*119 $\frac{1}{2}$
4s, 1907.....	coup. Q.-Jan.	*119	*119	*119 $\frac{1}{2}$	*119 $\frac{1}{2}$	*119 $\frac{1}{2}$
3s, option U.S.....	reg. Q.-Feb.	*103	*103	*103	*103	*103
6s, eur'cy, 1895.....	reg. J. & J.	*127 $\frac{1}{2}$	*127 $\frac{1}{2}$	*127 $\frac{1}{2}$	*127	*127
6s, eur'cy, 1896.....	reg. J. & J.	*129	*129	*129 $\frac{1}{2}$	*128	*128
6s, eur'cy, 1897.....	reg. J. & J.	*131	*131	*131 $\frac{1}{2}$	*129	*129
6s, eur'cy, 1898.....	reg. J. & J.	*132	*132	*132	*132 $\frac{1}{2}$	*130
6s, eur'cy, 1899.....	reg. J. & J.	*133	*133	*132	*132 $\frac{1}{2}$	*131

\* This is the price bid at the morning board; no sale was made.

**State and Railroad Bonds.**—The market for railroad bonds has been very dull during the week, though as a rule prices have been firmer than in previous weeks. The foreign demand for bonds is still very small, which is probably due, in some measure, to the higher rates for money in all the European financial centres than here. The most important changes of the week were a decline of 4 per cent in Rome Watertown & Ogdensburg 5s and  $1\frac{1}{2}$  in New York West Shore & Buffalo firsts and Texas & Pacific, Rio Grande Div., 1st 6s. The principal advances were  $1\frac{1}{2}$  in Oregon Improvement firsts and  $1\frac{1}{2}$  in Elizabethtown Lexington & Big Sandy firsts. Other changes have been only fractional, the majority of which were toward higher prices, while many are unchanged in any respect.

There has been scarcely any business in State bonds, and such changes as have taken place in quotations have been unimportant.

**Railroad and Miscellaneous Stocks.**—The firmer feeling which was noted last week in the stock market as succeeding the extreme depression of two weeks ago was continued on Saturday, but received a check on Monday, since which time the market has been feverish and the volume of business small. Two important causes of apprehension have, however, been removed in the last two or three weeks, viz.: First, the fear of very serious damage to the wheat crop in the Northwest, and second, the apprehension of a war between the roads in the trunk line pool. The disappearance of these depressing causes, together with the increasing abundance of money, would probably have resulted in some considerable advance in prices of stocks had it not been for apprehensions about the effect of the failures in Boston announced Monday afternoon. Compared with last Friday the stocks of the far Northwestern roads are nearly all higher, St. Paul Minneapolis & Manitoba being exceptionally so to the extent of  $2\frac{1}{2}$  per cent and Omaha preferred 1 per cent. The "Pacifics," however, Union, Central, Canadian, and Denver & Rio Grande, are all at least a fraction lower. The Southwestern stocks are all lower, the largest declines being  $1\frac{1}{2}$  on Texas & Pacific and  $1\frac{1}{4}$  on Missouri Pacific. The Vanderbilt trunk lines have been firmer, as also have the coal stocks. Among the specialties there have been the following changes, viz.: Richmond & Danville,  $\frac{1}{2}$  per cent higher; Richmond & West Point  $\frac{1}{2}$  and Long Island 2. On the other hand, Lake Erie & Western is  $1\frac{1}{2}$  lower and Peoria Decatur & Evansville  $2\frac{1}{4}$ .



Range Since Jan. 1, 1883.		For Fall
1883	1884	1885
1886	1887	1888
1889	1890	1891
1892	1893	1894
1895	1896	1897
1898	1899	1900
1901	1902	1903
1904	1905	1906
1907	1908	1909
1910	1911	1912
1913	1914	1915
1916	1917	1918
1919	1920	1921
1922	1923	1924
1925	1926	1927
1928	1929	1930
1931	1932	1933
1934	1935	1936
1937	1938	1939
1940	1941	1942
1943	1944	1945
1946	1947	1948
1949	1950	1951
1952	1953	1954
1955	1956	1957
1958	1959	1960
1961	1962	1963
1964	1965	1966
1967	1968	1969
1970	1971	1972
1973	1974	1975
1976	1977	1978
1979	1980	1981
1982	1983	1984
1985	1986	1987
1988	1989	1990
1991	1992	1993
1994	1995	1996
1997	1998	1999
2000	2001	2002
2003	2004	2005
2006	2007	2008
2009	2010	2011
2012	2013	2014
2015	2016	2017
2018	2019	2020
2021	2022	2023
2024	2025	2026
2027	2028	2029
2030	2031	2032
2033	2034	2035
2036	2037	2038
2039	2040	2041
2042	2043	2044
2045	2046	2047
2048	2049	2050
2051	2052	2053
2054	2055	2056
2057	2058	2059
2060	2061	2062
2063	2064	2065
2066	2067	2068
2069	2070	2071
2072	2073	2074
2075	2076	2077
2078	2079	2080
2081	2082	2083
2084	2085	2086
2087	2088	2089
2090	2091	2092
2093	2094	2095
2096	2097	2098
2099	2100	2101
2102	2103	2104
2105	2106	2107
2108	2109	2110
2111	2112	2113
2114	2115	2116
2117	2118	2119
2120	2121	2122
2123	2124	2125
2126	2127	2128
2129	2130	2131
2132	2133	2134
2135	2136	2137
2138	2139	2140
2141	2142	2143
2144	2145	2146
2147	2148	2149
2150	2151	2152
2153	2154	2155
2156	2157	2158
2159	2160	2161
2162	2163	2164
2165	2166	2167
2168	2169	2170
2171	2172	2173
2174	2175	2176
2177	2178	2179
2180	2181	2182
2183	2184	2185
2186	2187	2188
2189	2190	2191
2192	2193	2194
2195	2196	2197
2198	2199	2200
2201	2202	2203
2204	2205	2206
2207	2208	2209
2210		

\* These are the prices bid and asked; no sale was made at the Board. ‡ Ex-privilege. ‡ Ex-dividend of 17 per cent in cash.

## RAILROAD EARNINGS.

Roads.	Week or Mo.	Latest Earnings Reported.		Jan. 1 to Latest Date.	
		1883.	1882.	1883.	1882.
Ala. & G. Southern	June	72,176	54,496	4,330	3,625,546
Atch. Top. & S. Fe.	June	1,146,107	1,133,479	6,874,101	6,874,101
Bur. & C. R. & N.	31 wk July	45,811	47,373	1,414,994	1,423,339
Canada Pacific	31 wk July	121,000	67,000	2,584,112	1,087,239
Central of Ga.	June	17,050	128,734	1,422,500	1,292,535
Central Iowa	June	93,535	100,629	577,825	546,151
Central Pacific	June	2,082,000	2,229,105	11,463,479	12,155,977
Chesapeake & Ohio	June	323,815	271,382	1,796,459	1,939,119
Chicago & Alton	4th wk July	205,001	201,628	4,507,594	4,133,749
Chic. & N. W.	May	2,009,772	1,505,261	9,167,287	7,718,431
Chic. & East. Ill.	3d wk July	34,624	38,994	878,809	913,661
Chic. & Grand Trunk	4th wk July	50,302	30,912	1,510,111	1,106,300
Chic. & St. P.	4th wk July	578,000	415,614	12,519,000	10,102,155
Chic. & Northw.	4th wk July	732,000	723,310	12,975,331	12,675,116
Ch. St. P. Min. & O.	3d wk July	108,551	100,737	2,617,806	2,437,570
Chic. & W. Mich.	2d wk July	29,232	24,494	814,683	769,118
Cin. Ind. St. & L.	2 wks July	84,878	98,207	1,253,562	1,290,662
Cincinnati & South	June	208,816	188,835	1,154,074	1,180,367
Cin. Wash. & Balt.	4th wk July	41,557	31,921	856,581	710,194
Clev. Akron & Col.	4th wk July	10,160	9,057	278,377	261,787
Clev. Col. & Ind.	May	324,719	326,411	1,545,307	1,500,183
Conn. & N. Y.	3 wks July	22,449	17,938	97,802	49,378
Danbury & N. Y.	June	18,127	17,938	97,802	49,378
Den. & R. G. W.	4th wk July	176,100	155,200	3,596,500	3,601,599
Den. & R. G. W.	4th wk July	30,700	30,700	399,100	399,100
Des. Mo. & P. D.	3d wk July	6,951	5,591	153,518	188,051
Det. Lan. & N.	3d wk July	26,067	25,010	821,241	856,028
Dub. & Sioux C.	3d wk July	20,390	18,485	561,419	580,991
Eastern	June	108,637	280,632	1,637,666	1,503,845
E. Tenn. Va. & Ga.	3 wks July	204,311	159,952	1,992,249	1,669,815
Eliz. Lex. & R. S.	June	56,022	37,402	324,412	199,171
Evans. & T. H.	3d wk July	13,593	31,369	376,192	449,397
Flint. & P. Mar.	3d wk July	42,874	32,883	1,319,173	1,152,677
For. Cent. & W.	June	26,612	27,486	198,285	200,448
For. Tr. & Pen.	3d wk July	6,477	8,500	266,192	222,110
Fr. W. & Denver	June	8,500	5,811	266,192	222,110
Grand Trunk	3d wk July	325,006	309,222	9,425,224	8,672,068
Gr. Bay W. & S. P.	3d wk July	6,612	5,510	210,389	198,465
Gulf Coast & S. Fe.	3d wk July	117,614	66,190	594,314	554,377
Hannibal & St. Jo.	3d wk July	40,167	44,999	1,289,327	1,077,539
Hous. & A. W. Tex.	3d wk July	25,787	23,017	123,412	95,919
Illinois Cent.	3d wk July	131,500	162,945	3,426,720	3,624,476
Do (Iowa)	3d wk July	37,100	29,864	1,099,170	1,011,285
Do So. Div.	3d wk July	63,400	55,663	1,311,360	1,273,354
Ind. Bloom. & W.	3d wk July	55,338	49,949	1,538,468	1,287,517
K. C. P. & G. St.	3d wk July	31,950	31,315	691,951	465,687
K. C. Law. & S.	June	114,975	97,777	691,951	465,687
L. Erie & West	3d wk July	16,844	26,200	260,617	266,429
L. R. & P. S. N. Y.	3d wk July	13,729	12,437	191,143	126,429
L. R. M. Riv. & A. T.	2 wks July	10,754	7,506	126,429	126,429
Long Island	4th wk July	92,284	90,730	1,146,011	1,330,995
Louis. & Nash. R.	3d wk July	43,770	31,228	290,561	142,441
Louis. & Nash. R.	3d wk July	263,700	249,480	7,038,667	6,519,568
Mar. Hous. & O.	3d wk July	27,839	46,160	352,712	597,917
Memp. & Char.	3 wks July	61,763	48,927	667,201	570,839
Mexican Cent.	3d wk July	14,808	14,808	83,919	83,919
Do No. Div.	3d wk July	4,601	4,601	187,112	187,112
Mexican Nat'l.	3d wk July	11,973	11,973	416,861	416,861
Mil. L. Sh. & West	4th wk July	24,181	20,673	547,150	476,536
Minn. & St. Louis	May	147,430	14,407	613,456	519,939
Missouri Pacific	3d wk July	160,868	170,000	4,625,558	3,650,983
Central Ry. Ch.	3d wk July	21,416	12,435	733,571	417,693
Ind. & Gt. N. O.	3d wk July	13,707	7,005	1,951,129	1,638,877
Mo. Kan. & T.	3d wk July	136,718	116,642	3,719,412	3,275,482
St. L. & M. & S.	3d wk July	133,499	131,722	3,744,399	3,614,142
Tex. & Pacific	3d wk July	112,079	87,043	3,202,785	2,395,361
Whole System	3d wk July	67,736	56,731	18,106,884	11,678,800
Mobile & Ohio	July	136,836	135,177	1,102,311	1,014,121
Nash. & A. & L.	June	170,661	136,704	1,011,989	981,323
N. Y. L. E. & W.	June	1,182,474	1,067,743	6,053,918	5,623,131
N. Y. & E. Ind.	June	293,919	228,301	1,622,309	1,323,482
N. Y. Susq. & W.	June	88,152	61,673	465,439	3,865,88
N. Y. Pa. & Ohio	April	463,678	450,555	1,102,311	1,014,121
Norfolk & West	17 days July	101,081	90,104	1,310,518	1,115,063
Shenandoah V.	19 days July	42,200	23,900	1,102,311	1,014,121
Norfolk & W.	June	476,164	465,419	2,914,614	2,587,711
Northern Pacific	3d wk July	132,701	135,725	4,012,157	3,129,497
Ohio Central	3d wk July	17,912	18,185	515,128	516,160
Ohio & Miss.	May	319,118	315,730	6,272,193	6,272,193
Ohio Southern	3d wk July	7,193	6,107	212,051	184,468
Oregon & Cal.	May	79,280	79,280	3,616,629	3,616,629
Oregon Imp. Co.	May	371,646	267,349	1,459,402	1,229,868
Oregon R. & C.	June	41,850	399,268	2,298,500	2,299,572
Penn. & Va.	June	1,136,711	1,003,725	24,312,579	22,629,497
Peo. Dec. & Eve.	3d wk July	10,032	21,407	361,720	416,162
Philadelph. & E.	June	344,771	311,614	1,943,248	1,715,164
Phila. & Read.	June	2,810,189	1,714,730	10,915,810	9,531,493
Do C. & Iron	June	1,518,731	1,303,253	7,171,077	6,272,193
Richm. & Danv.	3d wk July	111,500	135,200	1,835,006	1,771,518
Ch. Col. & Kan.	3d wk July	14,413	15,577	409,141	447,902
Columb. & G.	3d wk July	44,213	15,310	379,498	314,708
Va. Midland	3d wk July	119,366	117,420	780,436	691,765
West No. Car.	3d wk July	13,481	14,403	155,133	10,502
St. L. Alb. & T. H.	3d wk July	21,801	30,228	719,182	701,783
Do (Iowa)	4th wk July	13,600	15,744	41,151	43,700
St. Louis & San Fran.	4th wk July	8,165	8,578	199,363	199,478
St. Paul & Ind.	3d wk July	6,619	82,275	1,875,416	1,719,696
St. P. Min. & M.	3d wk July	31,392	22,815	6,004	187,449
St. P. Min. & M.	3d wk July	155,018	205,589	4,334,518	4,372,210
So. Pac. Cal. N. D.	March	79,769	80,528	234,803	222,668
Do So. Div.	March	414,336	30,030	991,035	968,515
Do Arizona	March	245,923	263,305	587,706	600,697
Do N. Mex.	March	79,337	60,244	155,553	149,300
Dono Valley	June	46,133	41,872	214,434	210,493
South Carolina	June	63,250	60,574	615,265	572,827
Tol. An. Ar. G. T.	June	24,176	24,176	8,973	720,010
Union Pacific	20 days July	1,156,000	1,126,000	14,610,821	14,899,477
Utah Central	May	97,671	152,324	491,651	613,306
Vicksburg & Mer.	June	27,882	26,861	232,982	214,300
Wab. St. L. & P.	3d wk July	241,229	331,840	477,958	415,240
West Jersey	June	108,697	94,448	477,958	415,240
Wisconsin Cent.	24 July	24,176	24,176	8,973	720,010

\* Since June 1st in 1883 includes earnings of Cent. R.R. of N. Jersey  
† Freight earnings. ‡ Included in Central Pacific earnings above.

## COINS.—The following are quotations in gold for various coins:

Sovereigns.....	84	84	89	Silver £ and 1/2s.....	93 1/2	94
Napoleons.....	3	84 1/2	3	Five francs.....	92	92
X & Reichsmarks.....	4	73	4	Mexican dollars.....	85	86
X Guilders.....	3	95	3	Do uncommenced.....	84 1/2	86
Spanish Doobleons.....	15	50	15	Peruvian 5 cles.....	79	84
500 Francs.....	15	50	15	500 cles.....	84	84
Pre 1871 silver bars.....	1	10 1/2	10 1/2	Prus. silv. thaler.....	64	64
Pre 1871 gold bars.....	pre	84	pre	U. S. silver dollars.....	85	87
Dimes & 10 cimes.....	69 1/2	69 1/2	69 1/2	U. S. trade dollars.....	93 1/2	94



GENERAL QUOTATIONS OF STOCKS AND BONDS.

Quotations in New York represent the per cent value, whatever the par may be; other quotations are frequently made per share. The following abbreviations are often used, viz: "M." for mortgage; "G." for gold; "G'd" for guaranteed; "end." for endorsed; "cons." for consolidated; "conv." for convertible; "s. f." for sinking fund; "l. g." for land grant. Quotations in New York are to Thursday; from other cities, to late mail dates.

Subscribers will confer a favor by giving notice of any error discovered in these Quotations.

UNITED STATES BONDS.				CITY SECURITIES.				CITY SECURITIES.			
	Bid.	Ask.			Bid.	Ask.			Bid.	Ask.	
UNITED STATES BONDS.											
5a, 1881, continued at 3 1/2, reg. Q-F				Albany, N. Y.—6s, long. Various			Jersey City—(Continued)—				
4 1/2s, 1891, reg. Q-M	111 1/2	112		7s long			Hudson County 7s. M&S & J&D	104	107		
4 1/2s, 1891, reg. Q-M	112 1/2	113		Allegheny, Pa.—5s, cp., '83-97. Var.	160	105	Bayonne City, 7s, long. J&J	105	110		
4s, 1907, reg. Q-J	119 1/2	119 1/2		4 1/2s, comp., 1883-1901. Var.	100	105	Lawrence, Mass.—6s, 1894. A&O	119	120		
4s, 1907, comp. Q-J	119 1/2	119 1/2		4s, comp., 1901. Var.	100		6s, 1900. A&O				
3s, option U. S. reg. Q-F	103	103 1/2		Allegheny Co., 7s, cp., 1913. J&J	97	107 1/2	Long Island City, N. Y.—Water, 7s, '95				
6s, Currency, 1895, reg. J&J	127			4s, riot loan, 5-10s. J&J	98	99	Louisville, Ky.—7s, long dates. Var.	12	12 1/2		
6s, Currency, 1896, reg. J&J	128			4s, do 10-20s. J&J	97	99	7s, short dates. Var.	110	110 1/2		
6s, Currency, 1897, reg. J&J	129			5s, do 5-10s. J&J	100	101	6s, long. Var.	100	104		
6s, Currency, 1898, reg. J&J	132 1/2			5s, do 10-20s. J&J	102	103	6s, short. Var.	100	104		
6s, Currency, 1899, reg. J&J	132 1/2			Atlanta, Ga.—7s. J&J	106	108	6s, 1890-1900. M&N	106	106 1/2		
STATE SECURITIES.											
Alabama—Class "A," 3 to 5, 1906. S2 1/2				Do. 8s. J&J	110	115	Lowell, Mass.—6s, 1890, W. L. M&N	111	114 1/2		
Class "B," 5s, 1906. 83				Waterworks. J&J	108		Lynchburg, Va.—6s. J & J	100	104		
Class "C," 4s, 1906. 81				Augusta, Me.—6s, 1887, mun. F&A	101	106	8s. J & J	120			
Class "D," 5s, 1906. 81				Augusta, Ga.—7s. Various	104		Lynn, Mass.—6s, 1887. F&A	105	107		
Class "E," 5s, 1906. 81				Baltimore—6s, 1887, mun. F&A	110	120	Water loan, 6s, 1894-96. J&J	119	122		
Class "F," 5s, 1906. 81				Austin, Texas—10s. Various	110	120	5s, 1905. M&N	116 1/2	117		
Arkansas—6s, funded, 1899. J & J	12 1/2	17 1/2		Baltimore—6s, City Hall, 1884 Q-J	101 1/2	101 1/2	Macon, Ga.—7s. J&J	101 1/2	102		
7s, L. R. & Ft. S. issue, 1900. A & O	52			6s, Pitts. & Con'v. RR. 1886. J&J	105 1/2	106	Manchester, N. H.—5s, 1885. J&J	101 1/2	102		
7s, Memphis & L. R., 1899. A & O	53			6s, consol., 1890. Q-J	114	114 1/2	6s, 1894. J&J	115	117		
7s, L. R. P. & N. O., 1900. A & O	42	53		6s, Balt. & O. loan, 1890. Q-J	114	114 1/2	6s, 1900. J&J	121 1/2	123		
7s, Miss. O. & R. RR., 1900. A & O	25			6s, Park, 1890. Q-M	114	115	4s, 1913. J&J	103	104		
7s, Ark. Central RR., 1900. A & O	4			6s, bounty, 1893. M&S	115	117	Memphis, Tenn.—6s, C. J&J	35			
7s, Levee of 1871, 1900. J & J	4			6s, do exempt, 1893. M&S	118	125	6s, A. & B. J&J	35			
California—6s, civil bonds, '93-95. 100 1/2				5s, water, 1894. J&J	113	113 1/2	6s, gold, fund., 1900. M & N	35			
Connecticut—6s, 1881-5. 100 1/2				6s, 1900. J&J	123 1/2	127	6s, end. M. & C. RR. J&J	67	70		
Delaware—6s. J&J	107			6s, West. Md. RR., 1902. J&J	120	130	6s, consols. J&J	69			
Dist. Col.—Cons. 3 1/2s, 1824, ep. F&A	110	110 1/2		5s, consol., 1885. Q-J	100	104	Milwaukee, Wis.—5s, 1891. J & D				
Consol. 3 1/2s, 1924, reg. J&J	110	110 1/2		6s, Valley RR., 1886. A & O	106	106 1/2	8s, 1896-1901. Var.				
Funding 5s, 1899. J&J	113	115		5s, 1916. M&N	124 1/2	124 1/2	7s, water, 1902. J&J	35			
Perm. imp. 6s, guar., 1891. J&J	113 1/2	113 1/2		4s, 1920. J&J	108	108 1/2	Mobile, Ala.—3-4-5s, funded. M&N	56	59		
Perm. imp. 7s, 1891. J&J	117 1/2	118		Banker, Me.—6s, RR., 1890-94. Var.	112 1/2	114 1/2	Montgomery, Ala.—New 3s. J & J	53	65		
Wash.—Fund. loan (Cong.), 6s, '92. J&J	120	122		6s, water, 1905. J&J	122	122	5s, new. J&J	75			
Wash. loan (Leg.), 6s, '92. Var.	120	122		6s, E. & N. A. Railroad, 1894. J&J	115		Nashville, Tenn.—6s, old. 104				
Market stock, 7s, '92. 129				6s, B. & Piscataquis RR., '99. A&O	115 1/2	117 1/2	6s, new. Var.	112	115		
Water stock, 7s, '92. 129				Bath, Me.—6s, railroad aid. Var.	103 1/2	104	Newark—6s, long. Var.	112	115		
do 7s, 1903. 129				5s, 1897, municipal. J&J	102	102 1/2	7s, water, long. Var.	121	125		
Florida—Consol. gold 6s. J & J	103			Belfast, Me.—6s, railroad aid. '98. J&J	102	103	New Bedford, Mass.—6s, 1909. A&O	126 1/2	128 1/2		
Georgia—6s, 1886. F & A	105			Boston, Mass.—6s, cur. long, 1905. Var.	129	129 1/2	5s, 1900, Water Loan. A&O	113	115		
7s, new bonds, 1886. J & J	104			6s, currency, 1894. Var.	120	120 1/2	N. Brunswick, N. J.—7s, various. 100		102		
7s, endorsed, 1886. 104				5s, gold, long. Var.	118 1/2	118 1/2	New Orleans, La.—Premium bonds. 95 1/2				
7s, gold bonds, 1890. Q-J	113	119		4 1/2s, 1908. A&O	110	112	Consolidated 6s, 1892. J&J	95 1/2			
7s, 76, '86. A & O	105	110		4s, currency, long. J&J	105 1/2	106	Newport—Water bonds 7-30s. 116	116 1/2			
Kansas—7s, long. J&J	63	66		Brooklyn, N. Y.—7s, short. J&J	105	105 1/2	New York City—7s, short. 100	114			
Louisiana—New con. 7s, 1914. J&J	57	58		7s, Park, long. J&J	144		7s, long. 137				
Ex matured coupon. 102				7s, Bridge, long. J&J	140	145	6s, short. 110				
Maine—4s, 1888. F&A	102	103 1/2		6s, water, long. J&J	108		6s, long. 129				
War debts assumed, 6s, '89. A&O	110	113 1/2		6s, Park, long. J&J	124		6s, gold (consolidated), 1896-1901. 13				
Maryland—6s, defense, 1883. J&J	100 1/2	101		6s, Bridge, long. 126	130		4s, long. 100	105			
6s, exempt, 1887. J&J	107	110		5s, Bridge, long. 112	117		Newton—6s, 1905, water loan. J&J	129 1/2	130		
6s, Hospital, 1882-'87. J&J	103	110		Kings Co. 7s, 1882-'89. M & N	102	114	5s, 1905, water loan. J&J	102	110		
6s, 1890. Q-J	105	110		do 6s, 1882-'86. M & N	102		Norfolk, Va.—6s, reg. stk. 78-85. J&J	102	110		
6s, 1880-'90. Q-J	98	104		Buffalo, N. Y.—7s, 1895. Var.	111		8s, comp., 1890-93. Var.	115	120		
Massachusetts—5s, gold, 1890. A&O	108	110		6s, Park, 1926. M&S	108		8s, water, 1901. M&N	127	131		
5s, gold, 1894-1895. Var.	114	114 1/2		Cambridge, Mass.—5s, 1889. A&O	107	108	Norwich, Ct.—5s, 1907. A&O				
5s, g. sterling, 1891. M&N	113			6s, 1901, city bonds. J&J	120	122	7s, 1903. J&J	117	120		
5s, do 1894. M&N	113			Charleston, S. C.—6s, st'k. 76-98. Q-J	73 1/2		Orange, N. J.—7s, long. 102				
5s, do 1888. A&O	116			7s, fire loan bonds, 1890. J & J	30		Oatweo, N. Y.—7s, 1887-8-9. J&J	102	122		
Michigan—7s, 1890. M&N	116			7s, non-tax bonds. 104 1/2			Pawson, N. J.—7s, long. Var.	114	116		
Minnesota—New 4 1/2s. J & J	100	102		4s, non-taxable. 73 1/2			6s, long. 114	116			
Missouri—6s, 1886. J & J	106 1/2			Chelsea, Mass.—6s, '97, water. F&A	120	122	Petersburg, Va.—6s. J&J	103			
Funding bonds, 1894-95. J & J	117			Chicago, Ill.—7s, 1892-99. 11			8s, special tax. 120	126			
Long bonds, '89-90. J & J	109			6s, 1895. 110			Philadelphia, Pa.—5s, reg. J&J	130 1/2	131 1/2		
Asylum or University, 1892. J & J	109			4 1/2s, 1900. 106 1/2	10 1/2		6s, old, reg. J&J	130 1/2	131 1/2		
Hannibal & St. Jo., 1886. J & J	109 1/2			3-6s, 1902. 100	101		6s, new, reg. das 1895 & over. J&J	130 1/2	131 1/2		
do do 1887. J & J	109 1/2			Cook Co. 7s, 1892. 117	118		4s, new. 96	97			
New Hampshire—5s, 1892. J&J	107 1/2	108		Cook Co. 5s, 1899. 108 1/2	109 1/2		Pittsburg, Pa.—4s, comp., 1913. J&J	96	97		
War loan, 6s, 1892-1894. J&J	115 1/2	115 1/2		Cook Co. 4 1/2s, 1900. 106 1/2	107 1/2		5s, reg. and comp., 1913. J&J	106	107		
War loan, 6s, 1901-1905. J&J	127 1/2	128		West Chicago 5s, 1899. 106	106 1/2		6s, gold, reg. Var.	116	117		
War loan, 6s, 1894. M&S	101 1/2			Lincoln Park 7s, 1895. 106	106 1/2		7s, water reg. & ep. '93-'98. A&O	122			
New Jersey—6s, 1897-1902. J&J	118			West Park 7s, 1890. 103	107		7s, street imp. reg. '83-'86. Var.	102	108		
6s, exempt, 1896. J&J	112			South Park 6s, 1899. 105	107		Portland, Me.—6s, Mun., 1895. Var.	117	119		
New York—6s, gold, r.g., '87. J&J	108			Cincinnati, O.—6s, long. Var.			Portsmouth, N. H.—6s, '93, RR. J&J	115	115 1/2		
6s, gold, comp., 1887. J & J	104			6s, short. Var.			Poughkeepsie, N. Y.—7s, water. 118				
6s, gold, 1892. A & O	113			7-30s, 1902. J&J	102	103 1/2	Providence, R.I.—5s, g., 1900-5. J&J	115	115 1/2		
6s, gold, 1893. J&J	117			Southern RR. 7-30s, 1902. J&J	131	130 1/2	6s, gold, 1900, water loan. J & J	126 1/2	127 1/2		
No. Carolina—6s, 1890-98. A&J	30	33 1/2		do 6s, g., 1906. M&N	119 1/2	120	5s, 1885. M & S	102 1/2	103		
6s, old. 32 1/2				do Cur. 64, 1909. F&A	119	120	Richmond, Va.—6s. J&J	114	131		
6s, N. C. RR., 1883-5. J & J	160			do Skg. fd. 5s, 1910M&N	109	110	8s. J & J	105			
6s, do A & O	160			Cleveland, O.—6s, long. Various			Rochester, N. Y.—6s. Var.				
6s, do 7 coupons off. J&J	135			7s, 5s, long. Y. R.			7s, water, 1903. J & J	100	100 1/2		
6s, do 7 coupons off. A&O	135			4s, long. Var.			Rockland, Me.—6s, '89-99, RR. F&A	79	78 1/2		
6s, Funding act of 1866 1900. J&J	10	12		Columbus, Ga.—7s. Var.			St. Joseph, Mo.—Comp'mise 4s, 1901. 102 1/2				
6s, do 1868, 1898A&O	10	12		Covington, Ky.—7-30s, long. 102			St. Louis, Mo.—7s, 1885. F&A	102 1/2	104		
6s, new bonds, 1892-8. J&J	16			7-30s, short. 110			6s, short. 103 1/2	103 1/2	104 1/2		
6s, do A & O	16			Water Works. 114	116		6s, 1892. Var.	111	112 1/2		
6s, Chatham RR. 3 1/2	6			Dallas, Texas—8s, 1904. 105	110		5s, long. Var.	106 1/2	108		
6s, special tax, class 1, 1898-9A&O	4	7		10s, 1883-96. 97 1/2	102 1/2		5s, 10-20. Var.	104 1/2	106		
6s, do class 2. A & O	4	7		Water, 6s, 1900. Var.							

## GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.		
<b>Yenkers, N. Y.—Water, 1903.</b>				125	<b>Cheraw &amp; Darl.—1st M., 8s, '88. A&amp;O</b>				103	<b>Clin. Sand. &amp; Clev.—(Continued)—</b>			
<b>RAILROAD BONDS.</b>				103	<b>Consol. mort., 7s, 1890. J&amp;D</b>				117	<b>Consol. mort., 7s, 1890. J&amp;D</b>			
<b>Ala. Cent.—1st M., 6s, 1918. J&amp;J</b>				95	<b>Ches. &amp; Ohio—Pur. money fd., 1898</b>				112	<b>Clin. &amp; Sp.—7s, C.C.C. &amp; I., 1901. A&amp;O</b>			
<b>Income 6s, 1918. J&amp;J</b>				109	<b>Series A, 1903.</b>				110	<b>7s, guar., L.S. &amp; M., 1901. A&amp;O</b>			
<b>Ala. Gt. Southern—1st mort., 1908</b>				109	<b>6s, gold, series B, int. def. 1908.</b>				91 7/8	<b>Clin. Washington &amp; Balt.—1st mort.</b>			
<b>Albby &amp; Susq.—1st M., 7s, '88. J&amp;J</b>				108 3/4	<b>6s, currency, int. deferred, 1918.</b>				48 5/8	<b>2d mort.</b>			
<b>2d mortgage, 7s, 1885. A&amp;O</b>				104 1/2	<b>6s, 1911. A&amp;O</b>				100	<b>3d mort.</b>			
<b>Consol. mort., 7s, 1906, guar. A&amp;O</b>				124	<b>Cheshire—6s, 1896-98. J&amp;J</b>				110	<b>Marion &amp; Cin.—1st, 7s, '91. F&amp;A</b>			
<b>Consol. mort., 6s, 1906, guar. A&amp;O</b>				124	<b>Chic. &amp; Alton—1st M., 7s, '93. J&amp;J</b>				120	<b>Sterling, 1st M., 7s, '91. F&amp;A</b>			
<b>Allegheny Cons.—1st M., 6s, 1922.</b>				119	<b>Sterling mort., 6s, g., 1903. M&amp;N</b>				114 1/2	<b>2d mort., 7s, 1896. M&amp;N</b>			
<b>Income, 1912.</b>				120 1/2	<b>Bds. Kan. C. line, 6s, g., 1903. M&amp;N</b>				115 1/2	<b>3d mort., 8s, 1890. J&amp;J</b>			
<b>Allegh. Val.—Gen. M., 7s-10s. J&amp;J</b>				119 1/2	<b>Miss. Riv. Bridge, 1st, s.f., 6s, 1912</b>				118	<b>Scioto &amp; Hock V. 1st, 7s, M&amp;N</b>			
<b>East. exten. M., 7s, 1910. A&amp;O</b>				126	<b>Louis &amp; Mo. R., 1st, 7s, 1900 F&amp;A</b>				118	<b>Balt. Short L., 1st, 7s, 1900 J&amp;J</b>			
<b>Income, 7s, end., 1894. A&amp;O</b>				38	<b>do 2d, 7s, 1900 M&amp;N</b>				117 1/2	<b>Clev. Col. C. &amp; I.—1st, 7s, '99. M&amp;N</b>			
<b>Atch'n &amp; Neb.—1st, 7s, 1907. M&amp;S</b>				119	<b>St. L. Jacks' v. C., 1st, 7s, '94. A&amp;O</b>				117 1/2	<b>Consol. mort., 7s, 1914. J&amp;J</b>			
<b>Atenison Topeka &amp; Santa Fe—</b>				120	<b>do 2d M. (360), 7s, '98. J&amp;J</b>				117 1/2	<b>Bellev. &amp; Ind. M., 7s, 1899. J&amp;J</b>			
<b>1st mort., 7s, gold, 1899. J&amp;J</b>				119 1/2	<b>do 2d guar. (188) 7s, '98. J&amp;J</b>				117 1/2	<b>Clev. &amp; Pitts.—4th M., 6s, 1892. J&amp;J</b>			
<b>Land grant, 7s, g., 1902. A&amp;O</b>				113 1/2	<b>Chic. &amp; Atlantic—1st, 6s, 1920. M&amp;N</b>				105	<b>Consol. S. F., 7s, 1900. M&amp;N</b>			
<b>Sinking fund, 6s, 1911. J&amp;D</b>				102	<b>Chic. B. &amp; Q.—Consol., 7s, 1903. J&amp;J</b>				126 1/2	<b>Clev. &amp; M. Val.—1st, 7s, g., '93. F&amp;A</b>			
<b>Guaranteed 7s, 1909. J&amp;J &amp; A&amp;O</b>				113 1/2	<b>Bonds, 5s, 1895. J&amp;D</b>				101	<b>Columbia &amp; Greenv.—1st, 6s, 1916</b>			
<b>5s, 1909 (1st mort.).</b>				107 3/4	<b>5s, 1901. A&amp;O</b>				92 3/4	<b>Col. &amp; Hock V. &amp; Tol.—Consol. 5s.</b>			
<b>5s, plain bonds, 1920.</b>				84 1/2	<b>5s, debenture, 1913. M&amp;N</b>				92 3/4	<b>do 2d M., 7s, 1892. J&amp;J</b>			
<b>4s, 1920. A&amp;O</b>				84 3/4	<b>5s, 1919, Iowa Div. A&amp;O</b>				101 1/4	<b>Col. &amp; Toledo—1st mort. bonds.</b>			
<b>Florence &amp; El Dorado, 1st, 7s. A&amp;O</b>				104	<b>4s, 1919, do A&amp;O</b>				86 3/4	<b>do 2d mort.</b>			
<b>K.C. Topeka &amp; W., 1st M., 7s, g., J&amp;J</b>				117 1/2	<b>4s, Denver Div., 1922.</b>				83	<b>Col. Springf. &amp; C.—1st, 7s, 1901. M&amp;S</b>			
<b>do Income 7s. A&amp;O</b>				105 1/2	<b>4s, plain bonds, 1921.</b>				79	<b>Col. &amp; Xenia—1st M., 7s, 1900. M&amp;S</b>			
<b>N. Mex. &amp; So. Pac.—1st, 7s, 1909. A&amp;O</b>				114 1/2	<b>Bur. &amp; Mo. R., 1st M., 7s, '93. A&amp;O</b>				116 1/2	<b>Conn. &amp; Passump.—M., 7s, '93. A&amp;O</b>			
<b>Pleasant Hill &amp; De Soto, 1st, 7s, 1907.</b>				114 1/2	<b>do 4s, (Neb.), 1910. J&amp;J</b>				116 1/2	<b>Conn. Val., g., 6s, gold, '89. J&amp;J</b>			
<b>Pueblo &amp; Ark. V., 1st, 7s, g., 1903.</b>				114 1/2	<b>do Neb. RR, 1st, 7s, J&amp;J</b>				114 1/2	<b>Conn. West.—1st M., 7s, 1900. J&amp;J</b>			
<b>Sonora, 1st, 7s, 1910, guar. J&amp;J</b>				102 1/2	<b>Bur. &amp; Mo. (Neb.), 1st, 6s, 1918. J&amp;J</b>				102 1/2	<b>Connecting (Phila.)—1st, 6s. M&amp;S</b>			
<b>Wichita &amp; S. W., 1st, 7s, g., 1902.</b>				103	<b>do Cons. 6s, non-ex. J&amp;J</b>				81	<b>Cumberland &amp; Penn.—1st mort.</b>			
<b>Atlanta &amp; Charlotte Air L.—1st, 7s.</b>				105 1/2	<b>do 4s, (Neb.), 1910. J&amp;J</b>				114 1/2	<b>do 2d mort.</b>			
<b>Income, 6s.</b>				78	<b>do Om. &amp; St. W., 1st, 7s, J&amp;D</b>				121 1/2	<b>Del. &amp; Bond &amp; Cin.—1st, 7s, '91. F&amp;A</b>			
<b>Atlantic &amp; Pac.—1st 6s, 1910. J&amp;J</b>				97 1/2	<b>Ill. Cent. &amp; Ind.—1st, 8s, 1900. A&amp;O</b>				113	<b>Dakota Southern—1st M., 8s, 1904. A&amp;O</b>			
<b>Income, 1910.</b>				97 1/2	<b>Dixon &amp; Peo. &amp; H., 1st, 8s, 1890. J&amp;J</b>				113	<b>Dayton &amp; Mich.—Consol. 5s. J&amp;J</b>			
<b>Baltimore &amp; Ohio—6s, 1885. A&amp;O</b>				104 1/2	<b>Ott. Osw. &amp; Fox R., 8s, 1900. J&amp;J</b>				123 1/2	<b>2d mort., 7s, 1884, now 1st. M&amp;S</b>			
<b>Sterling, 5s, 1927. J&amp;J</b>				104	<b>Quincy &amp; Wars' w. 1st, 8s, '90. J&amp;J</b>				113	<b>3d mort., 7s, 1888, now 2d. A&amp;O</b>			
<b>Sterling, 6s, 1895. M&amp;S</b>				112	<b>Chic. &amp; Can. So.—1st, 7s, 1902. A&amp;C</b>				18	<b>Dayt. &amp; West.—1st M., 6s, 1905. J&amp;J</b>			
<b>Sterling mort., 6s, g., 1902. M&amp;S</b>				117	<b>Chic. C. Dub. &amp; Minn.—7s, 1910. J&amp;J</b>				104 1/2	<b>Delaware—Mort., 6s, guar. '95. J&amp;J</b>			
<b>Parkensburg Br., 6s, 1919. A&amp;O</b>				119	<b>Chic. &amp; East Ill.—1st mort. 6s, 1907</b>				95	<b>Del. &amp; Bond &amp; Cin.—1st, 7s, 1905. F&amp;A</b>			
<b>Balt. &amp; Pot'c.—1st, 7s, 1910. J&amp;J</b>				114	<b>Income bonds, 1907.</b>				113	<b>Del. Lack. &amp; W.—Consol. 7s, 1892. J&amp;J</b>			
<b>1st tunnel, 6s, g., d. 1911. J&amp;J</b>				113	<b>Chic. &amp; Gr. Trunk—1st mort., 1909</b>				110 1/2	<b>Mort. 7s, 1907. M&amp;S</b>			
<b>Belvidere Del.—1st, 6s, g., 1902. J&amp;J</b>				115	<b>Chic. &amp; Mich. L.S.—1st, 8s, '98. M&amp;S</b>				112	<b>Den. &amp; Rio G.—1st, 7s, g., 1900. M&amp;N</b>			
<b>2d mort., 6s, 1885. M&amp;S</b>				105	<b>Chic. Mil. &amp; St. Paul—</b>				126	<b>1st consol. mort., 7s, 1910. J&amp;J</b>			
<b>3d mort., 6s, 1887. F&amp;A</b>				106 1/2	<b>P. du C. Div., 1st, 8s, 1898. F&amp;A</b>				119	<b>Den. &amp; R. G. W.—1st, 6s, 1911. M&amp;S</b>			
<b>6s, 1895. F&amp;A</b>				112	<b>P. D., 2d M., 7-3-10s, 1898. F&amp;A</b>				124	<b>Den. S. P. &amp; Pac.—1st, 7s, 1905. M&amp;N</b>			
<b>Post. Clint. &amp; F.—1st M., 6s, '94. J&amp;J</b>				118 1/2	<b>St. P. &amp; Chic., 7s, g., 1902. J&amp;J</b>				102	<b>Des. &amp; Ft. D.—1st, 6s, 1905. J&amp;J</b>			
<b>1st M., 7s, 1889-90. J&amp;J</b>				112 1/2	<b>St. P. &amp; M., 2d M., 7s, 1884. A&amp;O</b>				118 1/2	<b>1st inc. 6s, 1905. M&amp;S</b>			
<b>B. C. F. &amp; N. B., 5s, 1910. J&amp;J</b>				108 1/2	<b>La. C. 1st M., 7s, 1890. J&amp;J</b>				117	<b>Detroit &amp; Bay C.—1st, 8s, 1902. M&amp;N</b>			
<b>N. Bedford RR., 7s, 1894. J&amp;J</b>				121	<b>I. &amp; M., 1st M., 7s, 1897. J&amp;J</b>				118	<b>1st M., 8s, end. M. C., 1902. M&amp;N</b>			
<b>Equipment, 6s, 1885. F&amp;A</b>				102	<b>I. &amp; M., 1st M., 7s, 1899. J&amp;J</b>				117	<b>Det. G. Haven &amp; M.—Equip. 6s, 1915</b>			
<b>Frankingham &amp; Lowell—1st, 5s, '91</b>				96	<b>Hast. &amp; Dak., 1st M., 7s, 1910. J&amp;J</b>				116 1/2	<b>Con. M., 5s, 1st '84, after 6s. 1918</b>			
<b>Post. Conc. &amp; Mon.—S. F., 6s, '89. J&amp;J</b>				104	<b>Chic. &amp; Mil., 1st M., 7s, 1903. J&amp;J</b>				118	<b>Det. L. &amp; N.—1st, 7s, 1907. J&amp;J</b>			
<b>Consol. mort., 7s, 1893. A&amp;O</b>				114	<b>1st mort., consol., 7s, 1905. J&amp;J</b>				117 1/2	<b>Det. L. &amp; N.—1st, 6s, 1921. A&amp;O</b>			
<b>Bost. Hart &amp; E.—1st, 7s, 1900. J&amp;J</b>				30	<b>1st M., 6s, 8th cent. Div. 7s, 1905. J&amp;J</b>				106	<b>Land grant, 7s, 1910. J&amp;J</b>			
<b>1st mort., 7s, guar. J&amp;J</b>				30	<b>1st M., 5s, La. C. &amp; Dav. 1919. J&amp;J</b>				90	<b>Income, 1921.</b>			
<b>Boston &amp; Lowell—7s, '92. A&amp;O</b>				111 1/2	<b>Chic. &amp; Pac. Div. 6s, 1910. J&amp;J</b>				109 1/2	<b>Dub. &amp; H. K.—1st M., 6s, 1910. J&amp;J</b>			
<b>6s, 1896. J&amp;J</b>				111 1/2	<b>do West. Div., 5s, 1921. J&amp;J</b>				93 3/4	<b>Dub. &amp; S. P.—1st, 6s, 1910. J&amp;J</b>			
<b>New 5s, 1899. J&amp;J</b>				105 1/2	<b>Mineral Pt. Div., 5s, 1910. J&amp;J</b>				90 1/4	<b>Dunk. A. V. &amp; P.—1st, 7s, g., 1900. J&amp;D</b>			
<b>Boston &amp; Maine—7s, 1893-94. J&amp;J</b>				122 1/2	<b>Chic. &amp; L. Sup. Div., 5s, 1921. J&amp;J</b>				90 1/2	<b>East Penn.—1st M., 7s, 1888. M&amp;S</b>			
<b>Bost. &amp; Providence—7s, 1893. J&amp;J</b>				122 1/2	<b>Wis. &amp; Minn. Div., 5s, 1921. J&amp;J</b>				90 1/2	<b>E. Tenn. Va. &amp; Ga.—1st, 7s, 1900. J&amp;J</b>			
<b>Bost. &amp; Revere B.—1st, 6s, '97. J&amp;J</b>				112 1/2	<b>Chic. &amp; N. W.—Simp. L. 7s, '85. F&amp;A</b>				101 1/2	<b>1st mort., consol. 5s, 1930. J&amp;J</b>			
<b>Bradford Boro. &amp; K.—1st, 6s, 1912.</b>				80	<b>Det. &amp; Dak., 1st M., 7s, 1910. J&amp;J</b>				116 1/2	<b>Income, 6s, 1931. J&amp;J</b>			
<b>Brad. El. &amp; Cuba—1st, 6s, 1912. F&amp;A</b>				100	<b>Consol. mort., 7s, 1915. Q—F</b>				133 1/2	<b>Division, 6s, 1930. J&amp;J</b>			
<b>Bklyn Bath &amp; C.—1st, 6s, 1912. F&amp;A</b>				80	<b>Extern. mort., 7s, 1885. F&amp;A</b>				103	<b>E. Tenn. &amp; Ga.—1st, 6s, '83. J&amp;J</b>			
<b>Brooklyn Elevated—Bonds.</b>				102	<b>1st mort., 7s, 1885. F&amp;A</b>				122	<b>E. Tenn. &amp; Va., end, 6s, 1886. M&amp;N</b>			
<b>Buff. Brad. &amp; P.—Gen. M., 7s, '96. J&amp;J</b>				130	<b>Consol., gold, 7s, ep., 1902. J&amp;D</b>				122	<b>Eastern, Mass., 6s, g., 1906. M&amp;S</b>			
<b>Buff. N. Y. &amp; Erie—1st, 7s, 1916. J&amp;D</b>				97	<b>do do reg.</b>				110	<b>Sterling, 6s, g., 1906. M&amp;S</b>			
<b>Buff. N. Y. &amp; Erie—1st, 6s, g., '96. J&amp;J</b>				100	<b>Sinking fund, 6s, 1929. A&amp;O</b>				103	<b>Eliz. City &amp; Nor.—S. F. deb. 6s, A&amp;O</b>			
<b>2d mortgage, 7s, g.</b>				100	<b>5s, 1929. A&amp;O</b>				110	<b>Eliz. City &amp; Nor.—S. F. deb. 6s, A&amp;O</b>			
<b>Cons. 6s, 1921. J&amp;J</b>				97	<b>do debent., 5s, 1935. M&amp;N</b>				113	<b>Eliz. City &amp; Nor.—S. F. deb. 6s, A&amp;O</b>			
<b>Buff. Pittsb. &amp; West.—6s, 1921A&amp;O</b>				92	<b>Escan. &amp; L. Sup., 1st, 6s, 1901. J&amp;J</b>				113	<b>Eliz. City &amp; Nor.—S. F. deb. 6s, A&amp;O</b>			
<b>Pitts. Citrus &amp; B.—7s, 1896. F&amp;A</b>				92 1/4	<b>Des. M. &amp; Minn's, 1st, 6s, 1907. F&amp;A</b>				127	<b>Eliz. City &amp; Nor.—S. F. deb. 6s, A&amp;O</b>			
<b>Ott. Clev., 1st M., 6s, 1912. A&amp;O</b>				105 1/2	<b>Iowa Mid., 1st M., 8s, 1900. A&amp;O</b>				120	<b>Eliz. City &amp; Nor.—S. F. deb. 6s, A&amp;O</b>			
<b>Atch. &amp; Titusv., 1st, 7s, 1890. J&amp;J</b>				95	<b>Peninsula, 1st, conv., 7s, '98. M&amp;S</b>				118 1/2	<b>Eliz. City &amp; Nor.—S. F. deb. 6s, A&amp;O</b>			
<b>Warren &amp; Erie, 1st, 7s, 1900. J&amp;J</b>				95	<b>Chic. &amp; Mil., 1st M., 7s, '98. J&amp;J</b>				118 1/2	<b>Eliz. City &amp; Nor.—S. F. deb. 6s, A&amp;O</b>			
<b>Buff. &amp; Southwest—6s, 1903. J&amp;J</b>				101	<b>Chic. &amp; Mil., 1st M., 7s, '98. J&amp;J</b>				118 1/2	<b>Eliz. City &amp; Nor.—S. F. deb. 6s, A&amp;O</b>			
<b>Bur. C. R. &amp; N.—1st, 5s, new, '06. J&amp;D</b>				101 1/2	<b>Chic. &amp; Mil., 1st M., 7s, '98. J&amp;J</b>				118 1/2	<b>Eliz. City &amp; Nor.—S. F. deb. 6s, A&amp;O</b>			
<b>C. Rap. I. F. &amp; N.—1st, 6s, 1920. A&amp;O</b>				104 1/2	<b>Chic. R. I. &amp; Pac.—6s, 1917, conv. J&amp;J</b>				123 1/2	<b>Eliz. City &amp; Nor.—S. F. deb. 6s, A&amp;O</b>			
<b>Cairo &amp; St. Louis—1st mort.</b>				100	<b>6s, 1917, reg. J&amp;J</b>				116	<b>Eliz. City &amp; Nor.—S. F. deb. 6s, A&amp;O</b>			
<b>Calif. Pac.—1st M., 7s, g., '89. J&amp;J</b>				100	<b>Chic. &amp; S. W.—1st, 7s, guar., '99. M&amp;N</b>				117 1/2	<b>Eliz. City &amp; Nor.—S. F. deb. 6s, A&amp;O</b>			
<b>Cal. &amp; Gt. C. Pac.—1st, 6s, '99. J&amp;J</b>				107	<b>Chic. St. L. &amp; N. O.—1st, cons. 1897. F&amp;A</b>				120	<b>Eliz. City &amp; Nor.—S. F. deb. 6s, A&amp;O</b>			
<b>3d M., 6s, g., ind. C. Pac. J&amp;J</b>				107	<b>2d mort. 6s, 1907. J&amp;D</b>				120	<b>Eliz. City &amp; Nor.—S. F. deb. 6s, A&amp;O</b>			
<b>do do 3s, 1905. J&amp;J</b>				63	<b>Ten. Gen., 1897. M&amp;N</b>				104 1/2	<b>Eliz. City &amp; Nor.—S. F. deb. 6s, A&amp;O</b>			
<b>California So.—1st, 6s, 1922. J&amp;J</b>				119	<b>5s, 1951, gold. M&amp;N</b>				104 1/2	<b>Eliz. City &amp; Nor.—S. F. deb. 6s, A&amp;O</b>			
<b>Camden &amp; Atl.—1st, 7s, g., '93. J&amp;J</b>				120	<b>Miss. Cent., 1st M., 7s, '74-81. M&amp;N</b>				100	<b>Eliz. City &amp; Nor.—S. F. deb. 6s, A&amp;O</b>			
<b>2d mort., 6s, 1904. A&amp;O</b>				120	<b>N. O. Jack. &amp; Gt. N., 1st, 8s, '86. J&amp;J</b>				104	<b>Eliz. City &amp; Nor.—S. F. deb. 6s, A&amp;O</b>			
<b>Cam. &amp; Bur. Co.—1st M., 6s, '97. F&amp;A</b>				95 3/4	<b>do 2d mort., 8s. J&amp;J</b>				106 1/2	<b>Eliz. City &amp; Nor.—S. F. deb. 6s, A&amp;O</b>			
<b>Carolina Cent.—1st M., guar., 1908. J&amp;J</b>				95 3/4	<b>do 2d mort., 8s, 90, etfs. A&amp;O</b>				115	<b>Eliz. City &amp; Nor.—S. F. deb. 6s, A&amp;O</b>			
<b>do do Income, 6s, 1920. J&amp;J</b>				95 3/4	<b>do 2d mort., 8s, 90, etfs. A&amp;O</b>				115	<b>Eliz. City &amp; Nor.—S. F. deb. 6s, A&amp;O</b>			
<b>do do Income, 6s, 1920. J&amp;J</b>				95 3/4	<b>Chic. St. &amp; P.—1st, 7s, 1902. A&amp;O</b>				91	<b>Eliz. City &amp; Nor.—S. F. deb. 6s, A&amp;O</b>			
<b>Caratawissa—Mort., 7s, 1900. F&amp;A</b>				122	<b>Chic. &amp; Gt. East.—1st, 7s, 1902. A&amp;O</b>				91	<b>Eliz. City &amp; Nor.—S. F. deb. 6s, A&amp;O</b>			
<b>Cedar F. &amp; Min.—1st, 7s, 1907. J&amp;J</b>				116	<b>Chic. &amp; Gt. East.—1st, 7s, 1902. A&amp;O</b>				91	<b>Eliz. City &amp; Nor.—S. F. deb. 6s, A&amp;O</b>			
<b>Cedar F. &amp; Mo.—1st, 7s, '91. F&amp;A</b>				108 1/2	<b>Chic. &amp; Ind. C., 1st M., 7s, 1904. J&amp;J</b>				115	<b>Eliz. City &amp; Nor.—S. F. deb. 6s, A&amp;O</b>			
<b>1st mort., 7s, 1916. M&amp;N</b>				119 1/2	<b>do 2d M., 7s, 1901. M&amp;N</b>				110	<b>Eliz. City &amp; Nor.—S. F. deb. 6s, A&amp;O</b>			
<b>Cent. Br. &amp; E.—1st, 6s, 1905. M&amp;N</b>				99	<b>So. M. &amp; Logan's, 1st, 7s, 1905. A&amp;O</b>				114	<b>Eliz. City &amp; Nor.—S. F. deb. 6s, A&amp;O</b>			
<b>Fund. coupon 7s, 1890. J&amp;J</b>				90	<b>T. Logan's &amp; B., 7s, 1884. F&amp;A</b>				100	<b>Eliz. City &amp; Nor.—S. F. deb. 6s, A&amp;O</b>			
<b>Atch. &amp; Pike's Pk., 1st, 6s, M&amp;N</b>				99	<b>Chic. &amp; L. &amp; A., 1st, 7s, 1886-90. J&amp;J</b>				100	<b>Eliz. City &amp; Nor.—S. F. deb. 6s, A&amp;O</b>			
<b>Cent. of Ga.—1st cons., 7s, '93. J&amp;J</b>				103	<b>Chic. St. P. &amp; Minn., 1st, 6s, 1930. J&amp;J</b>				113 1/4	<b>Eliz. City &amp; Nor.—S. F. deb. 6s, A&amp;O</b>			
<b>Certificates of indebtedness, 6s, 1903</b>				90	<b>Chic. St. P. &amp; Minn., 1st, 6s, 1930. J&amp;J</b>				113 1/4	<b>Eliz. City &amp; Nor.—S. F. deb. 6s, A&amp;O</b>			
<b>Cent. Iowa—New 1st, 7s, '99. J&amp;J</b>				106	<b>Land grant, inc., 6s, 1898. M&amp;N</b>				114	<b>Eliz. City &amp; Nor.—S. F. deb. 6s, A&amp;O</b>			



GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.
Illinois Central—(Continued)—				Michigan Central—(Continued)—				North'n Cent.—2d mort., 6s, 85, J&J			
Sterling, S. F., 5s, g, 1903. A&O	103	107		6s, 1909. M&S				3d mort., 6s, 1900. A&O	102	103	
Sterling, gen. M., 6s, g, 1895. A&O	113	115		5s, coup., 1931. M&S	101 1/2			Con. mort., 6s, g, coup., 1900. A&O	117 1/2	118 1/2	
Sterling, 6s, 1905. J&J	106	108		5s, reg., 1931. M&S				6s, g, reg., 1900. A&O	119 1/2	120	
Ind. Bl. & W.—1st, pf., 7s, 1900 J&J		87 1/2		Kalamazoo & S. H., 1st, 8s, '90. M&N	112	113		Mort. bds., 5s, 1926, series A J&J	98 1/2	100 1/2	
1st mort., 4-5-6, 1909. A&O		70	72	J. L. & Sag. 1st, 8s, '85, "wh. bds." J&J	105 1/2	106		do series B. J&J	96 1/2	96	
2d mort., 4-5-6, 1909. A&O				J. L. & Sag. North Ext., 8s, '90. M&N				Con. mort. stg. 6s, g, 1904. J&J	103	105	
East. Div., 1st mort. 6s, 1921. A&O		98		do Cons. M., 8s, '91. M&S	113	113 1/2		Northern N.J.—1st M., 6s, '88. J&J	100	102	
East Div., income. 1919. A&O		45		Joliet & N. Ind., 1st, 7s (guar. M.C.)	106	107		Norw. & Wore.—1st M., 6s, '97. J&J	116	118	
In'polis D. & Sp'd.—1st, 7s, 1906. A&O	101			Michigan & Ohio—1st mort.	120	125		North. Pac., P. D'O Div.—6s, M&S	100	101 1/2	
2d mort., 5s, 1911. J&J				Midland of N. J.—1st, 6s, 1910. A&O	93 1/2	95		Mo. Div. 6s, 1919. M&N	100 1/2	101 1/2	
2d mort., income, 1906. J&J				4-5-6s, 1910. A&O	93	95 1/2		Gen'l l. g., 1st, 6s, 1921. J&J	104	104 1/2	
Trust Co. cert. J&J				Mill. Ls. & W.—1st M., 6s, 1921. M&N	101 1/2			Gen'l l. g., 1st, 6s, reg. J&J	103 1/2	104	
New 1st mort. 6s, funded				1st, incomes. J&J	82			O. & N. W. & L. Ch.—1st M., 6s, '98. J&J	102	104	
Ind'polis & St. L.—1st, 7s, 1919. Var.	112			Mill. & No.—1st, 6s, 1910. J&J	107	107 1/2		8 F., 8s, 1890. M&S	102	104	
Ind'apolis & Vin.—1st, 7s, 1908. F&A	111			Min. & St. L.—1st M., 1927. J&J	119 1/2	94 1/2		Income, 1920. J&J	89	90	
2d mort., 6s, g, guar., 1900. M&N	100			1st M., Iowa City & W., 1909. J&J	120			Ohio Cent.—1st mort., 6s, 1920. J&J	78		
Int. & Gt. North.—1st, 6s, 1919. M&N	107 1/2	108 1/2		2d mort., 7s, 1891. J&J	110			Incomes, 1920. J&J	19	20	
Coup. 6s, 1909. M&S	85	85 1/2		Southwest Ext., 1st, 7s, 1910. J&J	110 1/2	110 1/2		1st Ter'l. Trust, 6s, 1920. J&J	80		
2d mort., income, 8s, 1909. J&J				Pacific Ext., 1st, 6s, 1921. J&J	101 1/2	101 1/2		Mineral Div., inc. 7s, 1921. J&J			
Ionia & Lansing—1st 8s, '89. J&J	110	112		Miss. & Tenn.—1st M., 8s, series "A"	120	125		River Div., 1st, income. J&J	45	51	
Iowa City & W.—1st, 7s, 1909. M&S	113 1/2			8s, series "B". J&J	105	110		do income. J&J	8	10	
Pa. Falls & Sioux C.—1st, 7s, 1908. F&A	100			Mo. K. & T.—Cons. ass., 1904-6 F&A	106	106 1/2		Ohio & W. Va.—Consol. F., 7s, '98. J&J	114 1/2	115 1/2	
Jefferson—Hawly Br. 7s, '87. J&J	100			Consolidated 6s, 1920. J&J	81	82		Cons. mort., 6s, reg., 1905. J&J	114 1/2	115 1/2	
1st mort., 7s, 1889. J&J	100			1st, 6s, g, 1899. (U. P. S. Br.) J&J	105			2d mort., 7s, 1911. A&O	123	126	
Jeff. Mad. & Ind.—1st, 7s, 1906. A&O	113	114		2d mort., income, 1911. A&O	56			1st mort., Springfield Div., 1905 M&N	120		
2d mort., 7s, 1910. J&J	113			General mortgage. J&J				Ohio Southern—1st 6s, 1921. J&J	78	80 1/2	
Junction (Phil.)—1st, 4s, 1907 J&J				Boonev's P. gte, 7s, guar., 1906. M&N	103 1/2			2d income, 6s, 1921. J&J		26	
2d mort., 6s, 1911. J&J				Han. & C. Mo., 1st 7s, g, '90. M&N	105 1/2			Ohio & W. Va.—1st, 6s, 1910. M&N	117 1/2	117 1/2	
K. C. Ft. Scott & G.—1st, 7s, 1908. J&J	112	112 1/2		Mo. Pac.—1st mort., 6s, g, '88. F&A	104 1/2			Old Colony—6s, 1897. F&A	116	116 1/2	
Kansas C. Lawr. & So., 1st, 6s, 1909	102 1/2			Consol. 6s, 1920. M&N	103 1/2			6s, 1895. M&S	123	123 1/2	
K. C. St. Jos. & C.B.—M., 7s, 1907. J&J	113	113 1/2		2d mort., 7s, 1891. J&J	110			7s, 1895. M&S	96	99	
Kansas & Nebraska—1st mort.	65	75		Car. B., 1st mort., 6s, g, '93. A&O				Oreg. & Cal.—1st 6s, 1921. J&J	93	93	
2d mort. J&J	22	25		3d mortgage, 7s, 1906. M&N	117			Oregon Short Line—1st mort. J&J	98	99	
Kentucky Central—6s, 1911. J&J	100			Income, 7s, 1892. M&S				Oregon & Transcon.—6s, 1922. J&J	97	97	
Kookuk & Des M.—1st, 5s, 1904. A&O	103			Mo. & Ala. Gr. Tr.—1st, 7s, g, '95	6	70		Oswego & Rome—1st M., 7s, 1915. M&N	112	112	
L. Erie & West.—1st, 6s, 1919. F&A	95	95 1/2		2d pref. debentures.	35	50		Panama—Sterl'g M., 7s, g, '97. A&O	105	107	
Income, 7s, 1899. J&J	95			3d pref. debentures.	20			Sinking fund sub., 6s, 1910. M&N			
Sandusky Div., 6s, 1919. F&A	25			4th pref. debentures.				Subsidy bonds, Eng. issue, 6s. J&J	105	107	
2d income, 1920. J&J				New mortgage, 6s, 1927. J&J	105 1/2			Paris & Dec't'r.—1st M., 7s, g, '92. J&J			
Laf. Bl. & Mer.—1st, 6s, 1919. M&N	105	97 1/2		Cairo Extension 6s, 1892. J&J				Penna.—Gen. M., 6s, ep., 1910 Q—J	122		
2d income, 7s, 1899. J&J	30			Morg'n's La. & Tex., 1st, 6s, 1920. J&J	136			Gen'l mort., 6s, reg., 1910. A&O	123		
Lake Shore & Mich. So.—1st, 7s, 1885. M&N	103 1/2			Morris & Essex—1st, 7s, 1914. M&N	114	116		Cons. mort., 6s, reg., 1905. Q—M	117		
Cleve. & Tol., 1st M., 7s, '85. J&J	106 1/2			2d mort., 7s, 1891. F&A	123			6s, con. 1905. J&J	118		
do 2d M., 7s, 1886. A&O	106 1/2			Bonds, 7s, 1900. J&J	113 1/2	116		Penn. Co., 6s, reg., 1907. J&J	107 1/2		
Cl. P. & A., new 7s, 1892. A&O	123			General mort., 7s, 1901. A&O	123			do 1st M., 4s, 1921. J&J	95		
Buff. & E., new bds., 1878. '98. A&O	123			Consol. mort., 7s, 1915. J&J	111	111 1/2		Penn. & N. Y.—1st, 7s, '96 & 1906. J&J	127		
Buff. & State L., 7s, 1896. J&J	125			Nashua & Low.—6s, g, 1893. F&A	111	112 1/2		Pensacola & Atlantic—1st m. M&S	69	71 1/2	
Det. Mon. & Tol., 1st, 7s, 1906. J&J	125	125		7s, 1900. J&J	105	105		Peoria Dec. & Ev.—1st, 6s, 1920. J&J	93	98 1/2	
Jamest. & Frankl., 1st, 7s, '97. J&J	106 1/2			Nashv. Ch. & St. L.—1st, 7s, 1913. J&J	100	102		Incomes, 1920. J&J	45		
do 2d M., 7s, '94. J&J	114			2d mort., 6s, 1901. J&J	100	102		Evanville Div.—1st 6s, 1920. M&S	45		
Kalamazoo Al. & Gr. R., 1st, 8s, J&J	111	114 1/2		1st, Tenn. & Pac., 6s, 1917. J&J				do income, 1920. J&J	99 1/2		
Kal. & Schoolcraft, 1st, 8s, '97. J&J	106 1/2			1st, Mc M. W. K. A., 6s, 1917. J&J				Perkiomen—1st M., 6s, 1887. A&O	103 1/2		
Kal. & Wh. Pigeon, 1st, 7s, '90. J&J	123			Nashv. & Decat'r.—1st, 7s, 1900. J&J	109	111		Cons. mort., 6s, 1913, sterling	92	95	
Dividend bonds, 7s, 1899. A&O	105			Natchez Jack & Col.—1st, 7s, 1910	104	107		Petersburg—Class A. J&J	73 1/2		
L. S. & M. S., cons., 9s, 1st, 7s, J&J	120			Nevada Cent. 1st, 6s, 1904. A&O	105			Phila. & Erie—2d M., 7s, 1888. J&J	111	111 1/2	
do cons., reg., 1st, 7s, 1900. Q—J	120			Newark & N. Y.—1st, 7s, 1887. J&J	104	107		Gen. M., guar., 6s, g, 1920. J&J	116	118	
do cons., reg., 2d, 7s, 1903. J&J	120			New York & N. Y.—1st, 7s, g, 1890. M&N	102			Sunbury & Erie, 1st, 6s, '78. J&J	123	126 1/2	
Lawrence—1st mort., 7s, 1895. F&A				Newburg D. & Conn.—Income. J&J				Phila. & Reading—2d, 7s, '93. A&O	118 1/2		
Lehigh & Lack.—1st M., 7s, '97. F&A				N'burgh & N. Y.—1st M., 7s, 1888. J&J				Debiture, 1893. J&J	75	75	
Lehigh Val.—1st, 6s, coup., '98. J&J	120			New Jersey & N. Y.—1st mort.				Consol. M., 7s, 1911, reg. & ep. J&J	124		
1st mort., 6s, 1898. J&J	120			N. J. Southern—1st M., new 6s. J&J	94			Cons. mort., 6s, 1911. J&J	106	108	
2d mort., 7s, 1910. M&S	134			N. O. Pac.—1st, 6s, 1904. J&J	105	105 1/2		Improvement mort., 6s, 1897. J&J	96 1/2		
Gen. M., s. f., 6s, g, 1923. J&J	122			N. Y. & Can.—E. M., 6s, g, 1904. M&N	128			Gen'l mort., 6s, 1908. J&J	75		
Delaware Ld Co. bds., end., 7s, '92. J&J	105 1/2	106 1/2		N. Y. C. & H.—Debt cert ext, 5s, M&N	128			Convertible, 7s, 1893. J&J	100		
L. Miami—Renewal 5s, 1912. M&N	75	78		Mort., 7s, coup., 1903. J&J	119	121		Scrip for 6 deferred 1/2 coupons.	24		
L. Rock & Ft. S.—1st, 6s, '78. J&J	107 1/2			Mort., 7s, reg., 1903. J&J	105 1/2	105 1/2		Deferred income. J&J	94		
Long Island—1st M., 7s, 1898. M&N	100			N. Y. C. & H.—1st, 6s, 1903. J&J	104 1/2	104 1/2		Income mort., cons. 7s, '96. J&J	93		
1st consol. 5s, 1931. Q—J	104	106		N. Y. City & St. L.—1st, 6s, 1921. J&J	101 1/2	101 1/2		Coal & I., guar. M., 7s, '92. M&S	70		
2d mort., 7s, 1918. M&S	108			2d 6s, 1923. M&S	90			Phila. W. & Balt.—6s, 1892. A&O	109	111	
South Side, 1st, 7s, 1887. M&S	104			N. Y. City & No.—Gen'l, 6s, 1910. M&N	50	55		6s, 1900. A&O	114	115	
Newtown & Fl., 1st, 7s, 1891. J&J	108			Trust Co. receipts. J&J	116	116 1/2		5s, 1910. A&O	103	107	
N. Y. & Rockaway, 7s, 1901. A&O	116			N. Y. Elevated—1st M., 1906. J&J	116	116 1/2		Pittsb. Bradf. & E.—1st, 6s, 1911. A&O	122	122 1/2	
L. I. City & Flushing—1st, 6s, 1911	109	96		N. Y. & Greenw.—1st M., inc. 6s	27			Pittsb. C. & St. L.—1st, 7s, 1900. F&A	109 1/2	110 1/2	
do income. J&J	118 1/2			N. Y. & Harlem—7s, coup., 1900. M&N	127 1/2			2d mort., 7s, 1913. A&O	121 1/2	122 1/2	
Louis & N.—Cons. 1st, 7s, '98. A&O	101			7s, reg., 1900. M&N	127 1/2			Sterling cons. & Ind.—1st M., 7s, '98. J&J	119	121	
2d mort., 7s, g, 1883. M&N	101			N. Y. Lacs. & W.—1st, 6s, 1921. J&J	115	116		Sterling cons. M., 6s, g, guar. J&J	119	121	
Cecilian Br., 7s, 1907. M&S	105			N. Y. L. E. & W.—1st, 7s, '97. ext. M&N	124			Pittsb. Ft. W. & C.—1st, 7s, 1912. Var	136	137 1/2	
Louisville loan, 6s, '86. '87. A&O	105			2d mort. exten., 5s, 1919. M&S	107 1/2						

## GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.			RAILROAD STOCKS.			RAILROAD STOCKS.				
	Bid.	Ask.		Bid.	Ask.		Bid.	Ask.		
St. L. & Iron Mt.—(Continued)—										
Cairo Ark. & T., 1st, 7s, g., '97 J&D	106	106½	Wabash—(Continued)—	96½	97½	Cincinnati N. O. & Tex. Pac.	100	60		
Cairo & Ful., 1st, 7s, g., '91 J&D	106½	106½	1st St. L. div., 7s, 1889, ex. F&A	103½	104½	Cin. Sandusky & Cleveland.	50	20		
Gen. con. Fy & I. g., 5s, 1931 A&O	75½	76	Gt. West., Ill., 1st, 7s, '88, ex. F&A	99	100	do Pref., 6.50	49½	50½		
St. L. & San F.—2d M. class A, '06 M&N	98½	99	do 2d, 7s, '93, ex. M&N	102		Clev. Col. Cin. & Indianapolis.	100	68½		
2d M., class B, 1906	98	98½	Q'ney & Tol., 1st, 7s, '90, ex. M&N	102		Clev. & Pittsburgh, guar., 7	50			
do class C, 1906	97½	98	Ill. & S. A., 1st, 7s, '82, ex. F&A	108		Col. Chic. & Indiana Central.	100	2½		
South Pacific—1st M., 1888 J&D	102½		St. L. K. C. & N. (rest & R.), 7s, M&S	108		Columbus & Xenia, guar., 8	50	148		
Pierre C. & O. 1st, 6s			do Om. Div., 1st, 7s, 1919, A&O	110		Col. Hoek. Val. & Tol.	100			
Equipment 7s, 1895			do Clar. Br., 6s, 1919, F&A	80		Columbia & Greenville.	100			
General mort., 6s, 1931 J&D	102		do No. Mo., 1st, 1895, J&D	118½	120	do Pref.	100			
St. L. Vand. & T. H.—1st M., 7s, '97 J&D	110		do St. Cha's Bridge 6s, 1908	82		Concord.	50	100½		
2d mort., 7s, 1898			Wab. Fund., 1907—Var. 7s, F&A			Concord & Portsmouth, guar., 7	100	112		
2d, 7s, guar., '98	110	113	do Various 6s			Connecticut & Passumpsic.	100	84		
St. P. & Duluth—1st, 5s, 1931 F&A	107½	110	Warren (N. J.)—2d M., 7s, 1900	110		Connecticut River.	100	165½		
St. P. Minn. & Man.—1st 7s, 1909 J&D	107½	110	W. Jersey & At. 1st M., 6s, 1910 M&S	107		Connotton Valley.	50			
2d 6s, 1909	109		West Jersey—1st, 6s, 1896	115		Danbury & Norwalk.	50	65		
Dak. Ext., 6s, 1910	103		1st mort., 7s, 1899	A&O		Dayton & Michigan, guar., 3½	50	56		
1st consol. 6s, 1933	101		Consol. mort., 6s, 1909	A&O	113½	do Pref., guar., 8.50	140	141		
Minn's U'n, 1st, 6s, 1922 J&D	115		West'n Ala.—1st M., 8s, '88	A&O	108½	Delaware & Bound Brook.	100	125		
Hardyky Mar. & N.—1st, 7s, 1902	115		2d mort., 8s, guar., '90	A&O	109	Delaware Lack. & Western.	50	125½		
Savannah Florida & West.			West Md.—End., 1st, 6s, 90	J&D	110	Denver & New Orleans.	2½	3		
At. & Gulf, cons. 7s, 1897	J&D	1108	1st mort., 6s, 1890	J&D	113	Denver & Rio Grande.	100	38½		
1st mortgage, 7s	102	105	End., 2d mort., 6s, 1890	J&D	110	Denver & Rio Grande Western.	18	21½		
S. Ga. & Fla., 1st M., 7s, 1899, M&N	110	115	2d mort., pref., 6s, 1895	J&D	110½	Des Moines & Fort Dodge.				
Beltoz Val.—1st M., 7s, sluk' fund	100	101	2d, end. Wash. Co., 6s, 1890 J&D	112	120	do do	do Pref.	80	81	
2d mort.	180		3d, end., 6s, 1900	J&D	124	Det. Lansing & Northern, com.	100	110		
Consol. 7s, 1910	J&D	91½	West'n Penn.—1st M., 6s, '93	A&O	111	do do Pref.	100	112		
Belma Rome & Dalton—1st mort.			Pitts. Br., 1st M., 6s, '96	J&D		Dubique & Sioux City.	100	84		
2d mort.			Wheeling & L. Erie—1st, 6s, g., 1910	107½	110	East Tennessee Virginia & Ga.	100	84		
Incomes			Wilm. Columbia & Augusta, 6s	107½	110	do do Pref.	17	18		
Rhenadoah Val.—1st 7s, 1909 J&D			Wil. & Weldon—S. F., 7s, g., '96 J&D	120	125	Eastern (Mass.).	100	43½		
General mort., 6s, 1921	85		Winona & St. Pet.—1st M., 7s, '96 J&D	105½		Eastern in N. H.	90	91		
Bloux C. & Pac., 1st M., 6s, '98 J&D	92	94	2d mort., 7s, 1907	M&N	120	Eel River.	100	60		
Car. Carolina & W., 1st, 5s, 1929	102		Wis. Cent.—1st, 7s, cons. unfund.	80		Elmira & Williamsport, 5	50	\$41		
2d mort., 6s, 1931	91	101	1st series, new	49	50	Erie & Pittsburgh, guar., 7	50	98½		
Income 6s, 1931	68	80	2d series, new	110	111	Evansville & Terre Haute	50	6		
So. Cen. (N. Y.)—1st mort., 5s	80		Wis. Valley—1st, 7s, 1909	J&D	100	Filintburg.	100	121		
So. Pac. Cal.—1st, 6s, g., 1905-12 J&D	105		Wore'r & Nashua—5s, '93-'95	Var.	100	Flint & Pere Marquette	25½	26		
Southwestern (Ga.)—Conv., 7s, 1886	105		Nash. & Roch., guar., 7s, '94 A&O	100	100½	do do Pref.	99½	100		
Summit Br.—1st, 7s, 1903			RAILROAD STOCKS. Par			10	10½	Fort Wayne & Jackson.		21
Sum. Haz. & W. B.—1st, 5s, 1928 M&N	30		Ala. G. South.—Linn., A., 6s, pref.	14	5½	do do	do Pref.	90		
2d mort., 6s, 1933	103½	106	Linn.	5½	6	Fort Worth & Denver C.	100			
Susp. B. & Erie, June—1st M., 7s	125	127	Ala. N. O. & Pac., & pref.	14	24	Galv. Harb. & San Antonio	100			
Syr. Bing. & N. Y.—consol. 7s, '06 A&O	107½		do do	14	24	Georgia Railroad & Bank'g Co.	100			
Tex. Cent.—1st, 5s, 1909 M&N	107½		Albany & Susqueh., Guar., 7	100		Grand Rapids & Indiana	10	15		
1st mort., 7s, 1911	107½		Allegany Valley	50		Grand River Valley, guar., 5	100	7		
Texas & New Orleans—1st, 7s, F&A	80	85	Atchison Cal. & Pacific	81½	81½	Green Bay Winona & St. Paul.	100	7		
Sabine Div.	106	91½	Atchison Topeka & Santa Fe.	68½	70½	do Pref.	100			
Texas & Pac.—1st, 6s, g., 1905 M&S	58½	59½	Atlanta & Charlotte Air Line	100		Hannibal & St. Joseph.	100	40		
Consol. mort., 6s, gold, 1905 J&D	79½	80	Baltimore & Ohio, leased	100		do Pref., 7	100	92½		
Inc. and land gr., reg., 1915 July	20	25	Baltimore & Ohio	195	199	Harrisburg P. Mt. J. & L., guar., 7.50	100	67		
1st (Rio Gr. Div.), 6s, 1930	74	8	do 1st pref., 6	130		Houston & Texas Central	100	67		
Texas & St. Louis—1st, 6s, 1910 J&D	30	35	Balt. & Ohio, 2d, pref.	127		Huntingdon & Broad Top.	50			
Land grant, incomes, 1920	5	5½	Washington Branch	200		do do Pref.	50			
Mo. & Ark. Div., 1st, 6s	111	113	Parkersburg Branch	100	9½	Illinois Central.	100	131		
Tol. Cin. & Ind., 1st mort.	5	5½	Boston & Albany	184½	184½	do do leased line, 4 p. c.	100	79½		
Income	35	45	Bost. Con. & Montreal, new	100	25	Indiana Bloomington & West'n	100	28		
Tol. Del. & B.—1st main, 6s, 1910	31	32	do Pref., 6	108	108½	Indian. Decatur & Sp., com.	100	28		
do 1st Dayton div., 6s, 1910	6	7	Boston Hartford & Erie new	3½	4	do do Pref.	100			
do 1st Ter'l trust, 6s, 1910	5	5½	do do old.	4	4	Iowa Falls & Sioux City.	100	81		
Income, 6s, 1910, main line	5	5½	Boston & Lowell.	99½	100	Jeff'v. Mad. & Ind'p's, leased.	100	80		
Dayton Div. Inc., 6s, 1910	111	113	Boston & Maine.	163	164	Joliet & Chicago, guar., 7	100	130		
Tonawanda Val. & C.—1st, 6s, 1931	111	121	do do	82½	82½	Kansas City Ft. Scott & Gulf.	100	68		
United Co. N. Y.—Cons. 6s, '94 A&O	111	121	do do Pref.	100	164	do do Pref.	100	116		
Sterling mort., 6s, 1894	111	121	Boston Providence.	100	105½	Keokuck Central.	100			
do 6s, 1901	110½	112½	Boston Revere Beach & Lynn.	100	105½	Keokuk & Des Moines.	100			
Cam. & Amb., mort., 6s, '89 M&N	112½	114½	Brooklyn Elevated, assessm't paid.	5		do Pref.	100			
Union Pac.—1st, 6s, g., 1896-99 J&D	109½	109½	Brooklyn & Montauk	25		Lake Erie & Western.	100	25½		
Land Grant, 7s, 1887-9	119	119½	do Pref.	100	60	Lake Shore & Mich. So.	100	107½		
Sink. F., 8s, 1893	113	122	Buff. N. Y. & Erie, leased	100	113½	Lehigh Valley.	50	\$70½		
Om. Bridge, sterl. 8s, g., '96 A&O	113		Buffalo N. Y. & Philadelphia	113½	114	Little Rock & Fort Smith.	100	21½		
Reg. 8s, 1893			do do Pref.	125½	27½	Little Miami, leased, 8 guar.	50	148		
Collateral trust, 6s, 1908	J&D	96	Buffalo & Southwest.	100		Little Schuylkill, leased, 7	50	\$62		
do 5s, 1907	J&D	96	do do Pref.	100		Long Island.	50	81		
Colorado Cent., 1st, 8s, g., '90 J&D			Burlington C. Rapids & North.	100	84½	Louisiana & Mo. Riv., Com.	100	82		
Denver Pac., 1st M., 7s, g., '99 M&N	107		Cairo & St. Louis.			do Pref., guar.	100	49½		
Kans. Pac., 1st, 6s, 1895	107		Cairo & Can., pref.	3	4½	Louisville & Nashville.	100	40		
do 1st M., 6s, 1896	J&D	107	California Pacific.	50		Louisville New Albany & Chic.	100	50		
do 1st R. & L. G. D., '99 M&S			Camden & Atlantic	50		Macon & Augusta.	100	95		
do Inc., No. 11, 7s, 1916 M&S			do Pref.	50		Maine Central.	100	175		
do Inc., No. 16, 7s, 1916 M&S			Canada Southern.	100	54½	Manchester & Lawrence.	100	24		
do Den. Div., 6s	109½	94½	Canadian Pacific.	100	55½	Manhattan Beach Co.	100	178		
do 1st cons. M., 6s, 1919 M&N	89	94	Catawissa.	50	53	Manhattan Railway.	100	45		
Atch. Col. & Pac., 1st, 6s, 1905 F&A	92	98	do 1st pref.	50	53	do 1st pref.	100	8½		
Aitch. J. & W., 6s, 1905 F&A	92	98	do 2d pref.	50	53	do do Pref.	100	47		
Utah Cen.—1st M., 6s, g., 1890 J&D	92½	98	Cedar Falls & Minnesota	100	13	Marietta & Cincinnati, 1st pref.	50	45		
Utah So.—Gen. M., 7s, 1903	J&D	104½	Cedar Rapids & Mo.	100	102½	Marq. Houghton & Ont.	100	41½		
Extension, 1st, 7s, 1909	J&D	100½	do Pref., 7	100	119½	do do Pref.	100	x99		
Utica & B'k R.—Mort., 7s, '91 J&D	113		Central of Georgia.	100	94	Massachusetts Central	1	1½		
Valley, of Ohio—1st mort.	103	106	Central Iowa	100	100	Memphis & Charleston	25	30		
Yerm't & Can.—M., 8s	53	56	do 1st pref.	100	100	Metropolitan Elevated	100	39		
Mississippi & N. Y.	J&D	53	do 2d pref.	100	86½	Mexican Central.	100	14½		
Vermont Cen.—1st M., 7s, '86 M&N	9	10	Central New Jersey.	100	50½	Mexican National.	100	58½		
2d mort., 7s, 1891	J&D	2	Central Ohio.	50	50½	do Pref.	100	20		
Income extension 8s	M&N	55	do Pref.	50	55	Michigan Central.	100	87½		
Stanstead S. & C., 7s, 1887	J&D	55	Central Pacific.	100	71	Michigan & Ohio				
Verm't & Mass.—Conv., 7s, '85 J&D	131	133	Charlotte Col. & Aug.	100	27	Midland of New Jersey.				
Yicks & Mer.—New 1st mort.	93	94½	Chesapeake & Ohio, common	100	17	Mill Lake Shore & West.	100	11		
2d mort.	67	67	do 1st pref.	100	20	do do Pref.	100	43½		
3d mort.	25	25	do 2d pref.	100	20	Millwaukee & Northern.	100	25		
Virginia Midland—1st series, 6s	112½	112	Cheshire, pref.	100	62	Mine Hill & S. Haven, leased.	50	\$64		
2d series, 6s	109½	112	Chicago & Alton.	131½	136½	Minneapolis & St. Louis	100	22		
3d series, 5-6s	91	94	Chicago & Atlantic	122½	123½	do do Pref.	100	49		
4th series, 3-4-5s	50	55	Chicago Burlington & Quincy	100	14	Missouri Kansas & Texas.	100	47½		
5th series, 5s	91	94	Chicago & Canada Southern	100	13	Missouri Pacific.	100	99½		
Incomes, cumm.	50½	53	Chicago & East Illinois	70		Mobile & Ohio RR.	100	13		
Wabash—1st, ext., 7s, '90, ex. F&A	105	95	Chicago & Grand Trunk	100	148	Morris & Essex, guar., 7	50	121		
Mort., 7s, 1879-1909	A&O	98½	Chicago Iowa & Nebraska	100	118½	Nashville, Chat. & St. Louis	25	\$67½		
2d mort., 7s, ext. 1893, ex. M&N			Chicago Milwaukee & St. Paul	100	128	Nashua & Lowell.	100	145		
Equipment, 7s, 1883	M&N	72½	do do Pref., 7	100	143	Nashua & Rochester, guar., 3	100	59		
General mort., 6s, 1920	J&amp									



# GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

CANAL BONDS.				MISCELLANEOUS.				MISCELLANEOUS.				MISCELLANEOUS.			
	Bid.	Ask.			Bid.	Ask.			Bid.	Ask.			Bid.	Ask.	
<b>RR. STOCKS.</b>															
CONTINUED.															
N. Y. Elevated	100	95	108	Del. Div.—6s, '98 J&J	111	.....	Am. Loan & Trust	100	103	.....	Fall Riv. Iron W.	100	.....	.....	
N. Y. & Harlem	50	190	198	Del. & H.—7s, '91 J&J	101 1/2	102 1/2	Brooklyn Trust	25	170	.....	F. R. Machine Co.	100	.....	.....	
do Pref.	50	.....	.....	1st ext. 1891. M&N	118	.....	Central	100	150	.....	F. R. Marino Co.	100	.....	65	
N. Y. & L. & W. & S.	100	86 1/2	87	Coup. 7s, 1894. A&O	118	.....	Equitable	100	.....	.....	Franklin Mills (F. R.)	100	77	.....	
N. Y. & L. Erie & West	100	34 1/2	34 3/8	Reg. 7s, 1894. A&O	118	.....	Farmers' Loan & Tr	25	130	.....	Gl'by Y. Mills (F. R.)	100	100	101	
do Pref.	100	80	80	1st Pa. D. ep. 7s, M&S	128	.....	Mercantile	100	130	140	Granite (F. R.)	1000	108	112	
N. Y. & N. England	100	2 1/2	2 1/2	Del. N.—6s, '97 J&J	114	.....	Metropolitan	100	.....	.....	Hamilton (Mass.)	1000	950	975	
N. Y. N. H. & H. R. t.	100	176	176	RR. 6s, reg. '97 Q-F	109	.....	N. Y. Guar. & Ind.	100	10	.....	Hartt. Carpet (Ct.)	100	225	230	
N. Y. Ont. & West.	100	24	24 1/2	Conv 6s, reg. 94 M&S	116	.....	N. Life & Trust	170	.....	.....	Hill (Me.)	100	90	92	
do Pref.	100	84	87	Cons. M., 1911 7s J&D	112 1/2	.....	Union	100	325	.....	Holyoke W. Power	100	225	235	
N. Y. Penn. & Ohio	100	15	15	Cons. M., 1911 7s J&D	122	.....	United States	100	460	.....	Jackson (N. H.)	1000	1150	1160	
do Pref.	100	15	15	Morris—Boat loan, '85	.....	.....	.....	.....	.....	.....	King Philip (F. R.)	100	110	.....	
N. Y. Prov. & Boston	100	16	16 1/2	New mort.	.....	.....	.....	.....	.....	.....	Lacoma (Me.)	.....	450	325	
N. Y. Susq. & Western	100	16	16 1/2	Pen. & B. coup., 1910	84 1/2	85 1/2	.....	.....	.....	.....	Lancaster (N. H.)	1000	570	575	
do	100	16	16 1/2	Schenckkill Nav.	106 1/2	.....	.....	.....	.....	.....	Lake Mills (F. R.)	100	103	.....	
N. Y. West Shore & B.	100	29	30	1st M., 6s, 1897 Q-M	91	92	.....	.....	.....	.....	Lawrence (Mass.)	1000	1590	1600	
Norfolk & West.	100	6	13	Mort. 6s, ep., '95 J&J	70	.....	.....	.....	.....	.....	Lowell	.....	690	695	
do Pref.	100	38	39	6s, imp. ep., '80 M&N	70	.....	.....	.....	.....	.....	Lowell Bleachery	200	235	240	
No. Pennsylvania	50	110 1/2	112	6s, 10c, ep., '95 J&J	70	.....	.....	.....	.....	.....	Lowell Mach. Shop	500	900	950	
Northern Central	50	55 1/2	56	6s, 10c, ep., '95 J&J	70	.....	.....	.....	.....	.....	Lyman (Mass.)	100	103	105	
North'n N. Hamp.	100	110 1/2	112	6s, 10c, ep., '95 J&J	70	.....	.....	.....	.....	.....	Manchester (N. H.)	100	125	126	
North'n Pac.	100	48 1/2	49	7s, coup., 1902 J&J	70	.....	.....	.....	.....	.....	Mass. Cotton	1000	1285	1300	
do Pref.	100	88	89 1/2	Union—1st 6s, '83 M&N	10	25	.....	.....	.....	.....	Mechanics (F. R.)	100	105	112	
Norw. & Worcester	100	163 1/2	165	Cal. & Chi. Can. & Dock	10	25	.....	.....	.....	.....	Merrimack (Mass.)	1000	1310	1315	
Ogd. & L. Champ.	100	8 1/2	8 1/2	Del. & Hudson	105 1/2	109 1/2	.....	.....	.....	.....	Metacomb (F. R.)	100	90	.....	
Ohio Central	100	32	32 1/2	Del. Div. leased	45 1/2	45 1/2	.....	.....	.....	.....	Middlesex (Mass.)	100	230	235	
Ohio & Miss.	100	140	140 1/2	Lehigh Navigation	45 1/2	45 1/2	.....	.....	.....	.....	Narragansett (F. R.)	100	650	660	
do Pref.	100	14	14	Morris, guar.	100	.....	.....	.....	.....	.....	Nashua (N. H.)	500	124	125	
Ohio Southern	100	8	8	do pf., guar.	100	.....	.....	.....	.....	.....	Namkeag (Mass.)	100	79	80	
Old Colony	100	110	140 1/2	Pennsylvania	100	.....	.....	.....	.....	.....	N. E. Glass (Mass.)	375	490	500	
Oregon & Calif.	100	114	116	Schenckkill Nav.	100	.....	.....	.....	.....	.....	Newmarket	1000	1245	1250	
do Pref.	100	40	42	Susquehanna	100	.....	.....	.....	.....	.....	Pepperell (Me.)	500	900	900	
Oregon Short L. ne.	100	28	32 1/2	.....	100	.....	.....	.....	.....	.....	Pocasset (F. R.)	100	75	85	
Oregon Trans-Cont.	100	76 1/2	76 1/2	.....	100	.....	.....	.....	.....	.....	Rich. Borden (F. R.)	1000	100	100	
Oswego & Syr. guar.	100	125	.....	.....	100	.....	.....	.....	.....	.....	Riohon (F. R.)	1000	320	330	
Panama	100	58 1/2	58 1/2	.....	100	.....	.....	.....	.....	.....	Sandwich (Mass.)	80	100	100	
Paris & Decatur	50	16	16 1/2	.....	100	.....	.....	.....	.....	.....	Shove (Fall Riv.)	100	113	120	
Pennsylvania RR.	50	16	16 1/2	.....	100	.....	.....	.....	.....	.....	Slade (Fall Riv.)	100	1320	1340	
Pensacola & Atlantic	100	18	18 1/2	.....	100	.....	.....	.....	.....	.....	St. Louis & Ind.	100	1000	1050	
Peoria Dec. & Ev.	100	14	14 1/2	.....	100	.....	.....	.....	.....	.....	Tecumseh (F. R.)	100	153	157	
Phila. & Erie	50	19	19 1/2	.....	100	.....	.....	.....	.....	.....	Thorndike (Mass.)	1000	875	875	
Phila. & Reading	50	56 1/2	56 1/2	.....	100	.....	.....	.....	.....	.....	Tremont & S. (Mass.)	100	121 1/2	121 1/2	
do Pref.	50	56 1/2	56 1/2	.....	100	.....	.....	.....	.....	.....	Troy C. & W. (F. R.)	500	120	120	
Phila. & Tren.	100	61	63	.....	100	.....	.....	.....	.....	.....	Union C.M.F. (F. R.)	100	45	45 1/2	
Phila. Wilm. & Balt.	50	61	63	.....	100	.....	.....	.....	.....	.....	Wampun (F. R.)	100	60	61	
Pitts. Cin. & St. L.	50	10	20	.....	100	.....	.....	.....	.....	.....	Washington (Mass.)	100	965	975	
Pitts. & Con. P. sed.	50	15	15	.....	100	.....	.....	.....	.....	.....	Weed Sew. M'c (Ct.)	25	85	85	
do Pref.	100	15	15	.....	100	.....	.....	.....	.....	.....	Westmore (F. R.)	100	60	61	
Pitts. Ft. W. & C. guar.	100	18	18 1/2	.....	100	.....	.....	.....	.....	.....	William (Ct.)	100	965	975	
Pittsburg & Western	100	111	112	.....	100	.....	.....	.....	.....	.....	COAL & MISCEL.	.....	.....	.....	
Port. Saco & Ports.	100	5	5	.....	100	.....	.....	.....	.....	.....	Caribou Con. Min'g	10	27	27	
Port. Royal & Augusta	100	30	33	.....	100	.....	.....	.....	.....	.....	Cent. Arizona Min.	100	23	24	
Ports. Gt. F. & Con.	100	122	123	.....	100	.....	.....	.....	.....	.....	Colorado Coal & I.	100	23	24	
Prov. & Worcester	100	68	70	.....	100	.....	.....	.....	.....	.....	Consol. Coal of Md.	100	100	100	
Rens. & Saratoga	100	65	68	.....	100	.....	.....	.....	.....	.....	Homestead Min'g	100	100	100	
Rich. & Albany	100	65	68	.....	100	.....	.....	.....	.....	.....	Lehigh & Wilkes	100	100	100	
Richmond & Danv.	100	65	68	.....	100	.....	.....	.....	.....	.....	Mahoning Coal	100	100	100	
Rich. F. & P. com.	100	70 1/2	71 1/2	.....	100	.....	.....	.....	.....	.....	Mariposa L. & M. Call	100	100	100	
do Guar.	100	70 1/2	71 1/2	.....	100	.....	.....	.....	.....	.....	do Pref.	100	100	100	
Richmond & P'b'g	100	34	35	.....	100	.....	.....	.....	.....	.....	Maryland Coal	100	100	100	
Rich. & West Point	100	17 1/2	18	.....	100	.....	.....	.....	.....	.....	New Central Coal	100	100	100	
Richmond York	100	17 1/2	18	.....	100	.....	.....	.....	.....	.....	Ontario Sil. Min'g	100	100	100	
Rochester & Pitts.	100	19 1/2	20	.....	100	.....	.....	.....	.....	.....	Pennsylvania Coal	50	100	100	
Rome W. & Ogd.	100	19 1/2	20	.....	100	.....	.....	.....	.....	.....	Quicksilver Min'g	100	34	37	
Rutland	100	19 1/2	20	.....	100	.....	.....	.....	.....	.....	GOLD & SILVER	.....	.....	.....	
do Pref.	100	19 1/2	20	.....	100	.....	.....	.....	.....	.....	MINING STOCKS	.....	.....	.....	
St. Joseph & Western	100	19 1/2	20	.....	100	.....	.....	.....	.....	.....	(N. Y. & SAN. FRAN.)	.....	.....	.....	
St. Louis Alt. & T. H.	100	19 1/2	20	.....	100	.....	.....	.....	.....	.....	Alce.	200	275	275	
do in Me.	100	19 1/2	20	.....	100	.....	.....	.....	.....	.....	Alpha Consol G. & S.	100	100	100	
Bellevue & Ill. pf.	100	19 1/2	20	.....	100	.....	.....	.....	.....	.....	Alta Montana	100	100	100	
St. L. Jack. & Chic.	100	19 1/2	20	.....	100	.....	.....	.....	.....	.....	American	100	100	100	
do Pref.	100	19 1/2	20	.....	100	.....	.....	.....	.....	.....	Amie	10	14	15	
St. Louis & San Fr.	100	19 1/2	20	.....	100	.....	.....	.....	.....	.....	Bassick	100	100	100	
do Pref.	100	19 1/2	20	.....	100	.....	.....	.....	.....	.....	Bechtel	100	100	100	
St. L. Van. & I. L.	100	19 1/2	20	.....	100	.....	.....	.....	.....	.....	Belle Isle	100	100	100	
St. Paul & Duluth	100	19 1/2	20	.....	100	.....	.....	.....	.....	.....	Bodie	100	100	100	
St. P. Minn. & Man.	100	19 1/2	20	.....	100	.....	.....	.....	.....	.....	Bulldomingo	100	100	100	
Scioto Valley	100	19 1/2	20	.....	100	.....	.....	.....	.....	.....	Bullion	100	100	100	
Seab'd & Roanoke	100	19 1/2	20	.....	100	.....	.....	.....	.....	.....	Bulwer	100	100	100	
do Guar.	100	19 1/2	20	.....	100	.....	.....	.....	.....	.....	Calaveras	100	100	100	
South Carolina	100	19 1/2	20	.....	100	.....	.....	.....	.....	.....	Caledonia B. H.	100	100	100	
So. & No. Alabama	100	19 1/2	20	.....	100	.....	.....	.....	.....	.....	California	100	100	100	
8 West., Ga., & I. 7. 100	100	19 1/2	20	.....	100	.....	.....	.....	.....	.....	Cherokee	100	100	100	
Syr. Bing. & N. Y.	100	19 1/2	20	.....	100	.....	.....	.....	.....	.....	Cherokee	100	100	100	
Summit Branch, Pa.	50	19 1/2	20	.....	100	.....	.....	.....	.....	.....	Chollar	100	100	100	
Terre H. & Ind'nap.	50	19 1/2	2												

## Investments

AND

### STATE, CITY AND CORPORATION FINANCES.

The INVESTORS' SUPPLEMENT contains a complete exhibit of the *Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies*. It is published on the last *Saturday of every other month—viz., February, April, June, August, October and December*, and is furnished without extra charge to all regular subscribers of the CHRONICLE. Single copies are sold at \$2 per copy.

## ANNUAL REPORTS.

### Chicago St. Paul Minneapolis & Omaha.

(For the year ending Dec. 31, 1882.)

A preliminary statement of this road's operations for the year 1882 was published in last week's CHRONICLE. This week the pamphlet report has been issued, and from it the information below is condensed. A controlling interest in the stock of this company is now owned by the Chicago & Northwestern Railway Company.

The average number of miles of road operated during the whole year, including leased lines, was 1,044. The miles in operation Dec. 31, 1882, were 1,115, an increase over 1881, of 112 miles; proprietary roads 34; total miles, 1,150. This mileage is divided as follows: Eastern division, 259 miles; Northern division, 182 miles; St. Paul division, 166 miles; Sioux City division, 318 miles. Nebraska division, 190 miles; proprietary roads, 34 miles.

During the year the capital stock was increased on account of 46 miles Norfolk line, 14 miles C. F. & N. Railroad, 20 miles Superior branch, and 20 miles Bayfield Extension, \$1,509,900 common and \$1,006,600 preferred; being at the rate of \$15,000 per mile of common and \$10,000 per mile of preferred; total \$2,516,500, less unissued, \$237,500, making the increase \$2,279,000. The bonded debt was increased during the year \$1,719,312 by the issue of Chicago St. Paul Minneapolis & Omaha Railway consolidated mortgage bonds at the rate of \$15,000 per mile on the lines above named and on the Black River RR., 14 miles. The gross earnings per mile of road operated were \$4,752, against \$4,155 the preceding year; the expenses and taxes \$3,103, against \$2,868, and the net receipts \$1,648, against \$1,286 per mile of road operated.

The number of acres of land sold during the year 1882 was 176,048<sup>80</sup> acres. Number of acres of land remaining unsold at the close of the year, 750,229<sup>14</sup> acres.

Cash collected during year on account of lands sold and payments on existing contracts, interest, &c. \$591,085  
Less expenses, taxes, &c. 44,299

Balance of net receipts. \$546,925

Add net proceeds of land and stumpage sold on account of the Superior land grant, and town lots in Nebraska, not included in income account. 16,200

Total. \$563,026

In addition to the net cash receipts, as shown above, the company holds bills receivable and contracts for lands sold amounting to \$1,369,961.

Equipment was increased during the year by the purchase of 40 locomotive engines, 9 passenger and baggage cars, 1,131 freight cars, 24 caboose cars, 5 tool cars and 1 pile driver.

A second track was laid on the Eastern Division from East St. Paul to Post's, from Midvale to Oakdale, and from Elmo to Stillwater Junction, 8 miles.

"Of the new lines in process of construction at date of last annual report the Norfolk branch has been completed and is in operation, 19 91-100 miles of track having been laid and the line equipped with depot buildings, stock yards and water stations. Terminal facilities at Norfolk, owned jointly with the Union Pacific Railroad Co., afford excellent means of transfer with that road. Connection is had at this point, also, with the Sioux City & Pacific R. R. In Wisconsin the line of the Superior Branch was completed from a point nine miles above Superior Junction to a connection with the Northern Pacific R. R. near Superior City, a distance of 51 42-100 miles. For the construction of this line the company will receive ten sections per mile of valuable pine land under the Wisconsin legislation of 1882. On the 4th and 5th extensions of the Northern Division, 26 miles of track was laid and ballasted, and considerable grading and bridging done between the end of the track and Bayfield. A line was graded into Ashland upon a location well calculated to accommodate the business of the mills at that place and to materially increase the lumber traffic of the road. The track of the Chippewa Falls & Northern Railway, a proprietary road, was extended from Bloomer to within less than 3 miles of Chicago Junction on the Northern Division, a distance of 52 miles, making a total of 149 33-100 miles new track laid on all divisions during the year. It is expected that the grade of the Northern Division will be finished to Bayfield ready for the track by July 1, 1883, a distance of 29 miles from the end of the track as at present laid. \* \* Grading and bridging of the branch to Ashland are finished. This line will be ready for operation by July 15, 1883. Considerable ballasting remains to be done upon the Superior branch."

The statistics for two years, compiled in the usual form for the CHRONICLE, are as follows:

### ROAD AND EQUIPMENT.

	1881.	1882.
Miles owned and operated.....	1,003	1,150
Locomotives.....	125	165
Passenger, mail and express cars.....	89	96
Freight cars.....	3,488	4,639
All other cars.....	10	16

\* Includes one transfer steamer and two barge pile drivers.

### OPERATIONS AND FISCAL RESULTS.

	1881.	1882.
Operations—		
Passengers carried.....	622,819	821,436
Passenger mileage.....	38,706,890	53,755,630
Rate per passenger per mile.....	2-43 cts.	2-45 cts.
Freight (tons) moved.....	1,476,129	1,946,031
Freight (tons) mileage.....	207,790,333	275,824,581
Average rate per ton per mile.....	1-40 cts.	1-26 cts.
Earnings—		
Passenger.....	\$944,329	\$1,311,217
Freight.....	2,913,521	3,478,624
Mail, express, &c.....	164,111	172,361
Total gross earnings.....	\$4,021,961	\$4,962,202
Operating expenses—		
Maintenance of way.....	\$588,053	\$657,463
Motive power.....	897,416	1,120,776
Maintenance of cars.....	272,489	293,786
Conducting transportation.....	699,329	753,966
General expenses.....	176,691	242,322
Taxes.....	142,484	172,474
Totals.....	\$2,776,462	\$3,240,787
Net earnings.....	\$1,245,499	\$1,721,415
Per cent of oper. ex. to earn.....	69-03	65-31

### INCOME ACCOUNT.

	1881.	1882.
Net earnings.....	\$1,245,499	\$1,721,415
Net from land grants.....	504,144	546,825
Other receipts.....	78,585	644
Total income.....	\$1,828,228	\$2,268,884
Disbursements—		
Rentals paid.....	\$53,059	\$27,736
Interest on debt.....	893,536	1,014,530
Dividends on preferred stock.....	672,737	735,397
Rate of dividend.....	(7)	(7)
Total disbursements.....	\$1,619,332	\$1,777,663
Balance surplus.....	\$208,896	\$491,221

### GENERAL BALANCE AT THE CLOSE OF EACH FISCAL YEAR.

	1881.	1882.
Assets—		
Railroad, buildings, equipment, &c.....	\$41,441,154	\$47,986,138
Stocks and bonds owned, cost.....	3,432,117	1,018,741
Advances.....	250,305	1,128,804
Bills and accounts receivable.....	1394,646	1354,928
Materials, fuel, &c.....	445,907	722,383
Cash on hand.....	632,496	850,963
Minn. East. bonds (guar.).....	75,000	75,000
Miscellaneous items.....	4,727	4,727
Total.....	\$46,676,322	\$51,241,684
Liabilities—		
Stock, common.....	\$17,205,833	\$18,573,233
Stock, preferred.....	9,848,333	10,759,933
Funded debt (see SUPPLEMENT).....	17,790,175	19,569,458
Bills payable.....	72,497	32,460
Minn. East. bonds (guar.).....	75,000	75,000
Coupons and accrued interest.....	245,704	234,044
Vouchers, pay-rolls and taxes.....	660,923	768,229
Dividends.....	168,310	188,523
Income account balance.....	609,547	1,100,769
Total liabilities.....	\$46,676,322	\$51,241,684

\* St. Paul Union Depot stock, \$85,400; St. Paul & Duluth Railroad stock, \$756,512; Chic. St. Paul Minn. & Om. stock and bonds, \$78,678.  
† In 1881 land department had \$1,194,343 bills receivable not given in this balance sheet, and in 1882, \$1,369,961.

### Rutland Railroad.

(For the year ending June 30, 1883.)

At the annual meeting of stockholders held in Rutland, Vt. Aug. 1, the result of the ballot was the election of the Clement ticket. Fifty-five thousand shares were voted, the Clement ticket receiving 36,244 votes. Following are the newly-elected directors: John T. Coolidge, George M. Barnard and James O. Sargent of Boston; William Wills and Bradley B. Smalley, Burlington, Vt.; John W. Stewart, Middlebury, Vt.; Charles Clement and Percival W. Clement, Rutland, Vt., and George H. Ball, Worcester, Mass.

The directors report no change in the income of the road during the past year. The disbursements have been increased by the payments for scrip of \$27,486, mostly on a judgment in February last in favor of F. Chaffee, recovered after a long litigation. It has been for some time and until quite recently the practice of the Treasurer to treat the rent of the road on the last of the month for which it was earned as cash on hand, while as a matter of fact it was not payable until the 25th of the following month. This system has been changed during the past year, and the earnings for June appear as "rent due and unpaid." This will account for the statement of earnings being \$236,500 instead of \$258,000, as heretofore. The payment of the judgment and the correction of the account as above referred to, explain the necessity for passing the dividend in February last. Reports have been sent to the stockholders concerning the irregularities of the late Treasurer, both in the overissue of stock and the misappropriation of the money of the corporation. From an investigation beginning on or about the first of May, and continued uninterruptedly until the present time, it appears that the amount of preferred stock in excess of the legal amount is, at this date, 2,391 shares, and of the common stock 496 shares, and that the deficiency in cash is \$42,717. In consequence of these deficiencies, no dividend can be made at this time. It is hoped that there will be realized from the property of the late Treasurer a sum sufficient to reimburse the road for the cash deficiencies, and from him, or the parties who hold the over-issued stock, an indemnity for the same.



## INCOME ACCOUNT FOR THE YEAR ENDING JULY 1, 1883.

Receipts.	
Cash on hand July 1, 1882.....	\$ 34,604
Rent of roads received.....	236,500
Rent of real estate.....	462
Dividends on Addison stock.....	9,084
Notes payable, cash borrowed.....	285,000
	\$565,650
Payments.	
Coupons first mortgage bonds.....	\$ 60,628
Coupons five per cent bonds.....	75,680
Rent of Addison Railroad.....	15,000
Dividend September 1, 1882.....	40,000
Scrip.....	17,616
Equipment bonds, 7 per cent.....	400
Interest on bonds and scrip.....	10,269
Salaries and miscellaneous expenses (in part).....	5,288
Taxes (in part).....	2,365
Interest on loans.....	4,509
Notes payable, loans paid.....	255,000
Rent on real estate unpaid (credited former years as paid).....	2,500
Paid on account back dividends.....	55
Paid for land in Brandon.....	23 0
J. M. Haven, deficiency (in cash only).....	39,294
Cash on hand.....	1,743
	\$565,650

## Atlanta &amp; West Point.

(For the year ending June 30, 1883.)

Receipts and expenses for the year were as follows:

RECEIPTS.	EXPENSES.
Passengers.....\$154,959	Conducting transportat'n \$52,051
Freight.....212,564	Motive power.....64,129
Express.....3,330	Maintenance of way.....77,502
Mail.....19,212	Maintenance of cars.....23,357
Miscellaneous sources.....11,075	General expenses.....34,358

Total receipts.....\$406,192

Total operating expenses \$251,381

Net earnings.....\$154,810

or 38-11 per cent of the gross earnings, or \$1,779 per mile.

Of this amount, \$73,932 had been applied to the payment of interest and \$80,093 to the payment of dividends, making a total of these expenditures of \$154,025, and leaving a surplus of \$785 80.

There are yet 38½ miles of iron on the road, but this is being rapidly replaced by the best steel rails, and it is estimated that in four years the iron can be completely replaced by steel without increasing the current annual expense account. When that is done the present expense of maintenance will be decreased about \$22,000 a year.

Mr. C. H. Phinizy resigned his directorship, and Mr. D. R. Wadley was elected in his place. All the other members of the old board were re-elected.

## GENERAL INVESTMENT NEWS.

**Atchison Topeka & Santa Fe.**—The earnings and expenses for June, and for the first six months, in 1882 and 1883, have been as follows:

	June.		Jan. to June, 6 mos.	
	1883.	1882.	1883.	1882.
Miles of road operated	1,820	1,820	1,820	1,810
Gross earnings.....	\$1,146,107	\$1,153,479	\$6,674,042	\$6,837,349
Operating expenses (exclusive of taxes)	490,522	702,173	3,290,243	4,459,574
Net earnings.....	\$655,585	\$451,306	\$3,383,799	\$2,377,775

**Baltimore City Bonds.**—The Commissioners of Finance of Baltimore opened proposals for \$131,000 bonds, to bear interest at 4 per cent, payable 1st of July, 1925. The proposals amounted to \$1,183,300, and the Department of Finance for Baltimore City, for the general sinking fund, bid for the whole amount of \$131,000 at 110, and received the award.

**Canadian Pacific.**—An exchange recently reported of this road: "Mattawa, 199 miles from Ottawa, 319 from Montreal, 669 miles north of Boston, is the last station of the Canadian Pacific Railway on the Ottawa River, and at present it is the terminus of the portion of that road which is operated westward from Montreal. In August the construction company will hand over forty-five miles more of road, extending to Nipissing, as the new town on the shores of the lake of that name will be called. A freight and passenger business is now done as far as Nipissing. The steel is laid still farther west over fifty miles, and eastward from Algoma over thirty miles; telegraphic connection with that point was announced at Mattawa last Wednesday. Algoma is on the north channel, southeast of Sault Ste. Marie. It has a good harbor, and will, therefore, be made the eastern port of the line of boats which is soon to form the middle link in the great transcontinental highway of Canada. Three fast iron steamers of the best appointments are now building on the Clyde, and will ply between Algoma and Thunder Bay, where they will connect by rail with Winnipeg at Port Arthur, a point on Lake Superior just north of the United States boundary. One of these boats is already launched. The railway will be completed to Algoma by fall."

**Chicago & Alton—St. Louis Jacksonville & Chicago.**—It is understood now that the merger of the Jacksonville in the Chicago & Alton Company is practically settled. The Chicago Times, in commenting upon the merger recently, said that "the Chicago & Alton will issue and deliver to a trustee for the stockholders of the branch, 10,541 shares of preferred and 14,486 shares of common stock, and such additional number of shares as may be equal to the number of shares of the Jacksonville branch issued by reason of the conversion of the second mortgage bonds of the branch. In addition to the issuance of the shares of stock, the Chicago & Alton agrees to

assume all debts, and to forever operate the branch so as to protect the original stockholders against any claims that may arise, and to pay the interest on the mortgage bonds of the road.

"Since 1868 the Chicago & Alton road has been paying the Jacksonville branch a fixed rental on the gross earnings of the road, which rental was stipulated to be not less than \$240,000 per annum. Last year it amounted to \$424,000, and the prospect for this year was even greater, as the diversions from the main line to the branch, from Bloomington to Godfrey, were becoming greater each year in the handling of Western traffic. Under the new arrangement, which will probably be perfected in the course of a few months, the percentage of profits from this business will be divided among all of the stockholders, and the necessity for a direct payment in rentals of half a million dollars will be obviated."

**Connecticut State Bonds.**—The new bonds for \$1,000,000 have nineteen years to run, bear interest at 3½ per cent from January 1, 1884, payable semi-annually, and are coupon of the denomination of \$1,000 each, and may, at the option of holders, be transferred into registered bonds. Seven proposals were received at rates ranging from below par to 6 85-100 per cent above. The entire issue of \$1,000,000 was awarded to the Williamsburg (N. Y.) Savings Bank at 106 85-100.

**Connecticut Western.**—This railroad company will issue \$200,000 five per cent first mortgage bonds on the 16th. The other mortgage bonds have been exchanged for preferred stock.

**Gulf Colorado & Santa Fe.**—The annual meeting of this company was held in Galveston, Aug. 1. The meeting was to consider, among other things, the necessity of constructing, completing and improving its railway by the issuance of second mortgage bonds to an amount not to exceed \$13,000 per mile on the main track, constructed and to be constructed or acquired, and all branch lines of said railway. The bonds to run for forty years from October 1, 1883, and bear interest at the rate of 6 per cent per annum, payable semi-annually on the 1st of April and October, in the City of New York.

**Kansas City Lawrence & Southern Kansas.**—The earnings and expenses for June, and for the first six months, in 1882 and 1883, have been as follows:

	June.		Jan. to June, 6 mos.	
	1883.	1882.	1883.	1882.
Miles of road operated	398	398	398	396
Gross earnings.....	\$114,978	\$97,766	\$694,932	\$465,686
Operating expenses (exclusive of taxes)	60,445	49,569	350,090	255,890
Net earnings.....	\$54,533	\$48,207	\$344,862	\$209,796

**Louisiana State Bonds.**—NEW ORLEANS, Aug. 1.—Treasurer Burke announces that the semi-annual coupons on Louisiana 3 per cent "baby" bonds will be cashed on presentation at the State National Bank at New Orleans.

**N. Y. & Sea Beach.**—The stockholders of the New York and Sea Beach Railway Company have voted in favor of increasing the capital stock of their company from \$500,000 to \$600,000. The additional \$100,000, it is said, is required for necessary improvements and to facilitate the business of the company.

**Philadelphia & Reading.**—The gross receipts from the railroads, canals, steam colliers and coal barges in June were \$2,810,489 and the net receipts \$1,210,987; for the fiscal year since Nov. 30, 1882, the gross receipts have been \$12,761,231 and the net receipts \$5,465,991. The gross receipts of the Philadelphia & Reading Coal & Iron Co. in June were \$1,548,731 and net \$26,275; since Nov. 30 gross receipts have been \$8,241,633, and net, \$85,231. The total receipts of both companies together for each month of the fiscal year have been as follows:

	Gross Receipts.		Net Receipts.	
	1882-83.	1881-82.	1882-83.	1881-82.
December.....	\$2,895,201	\$3,231,077	\$843,783	\$937,542
January.....	2,559,094	2,451,466	664,877	646,913
February.....	2,377,181	2,169,005	630,040	438,656
March.....	2,820,724	2,587,720	702,501	655,449
April.....	2,919,617	2,699,706	817,428	708,304
May.....	3,091,929	2,878,009	655,290	750,574
June.....	4,359,221	3,017,983	1,237,263	844,176

Total 7 months \$21,002,866 \$19,035,566 \$5,551,222 \$5,011,614

The coal tonnage has been as follows, viz.: Carried on the railroad in June, 1,092,513 tons, against 712,200 tons in June, 1882. Mined by the Coal & Iron Co. and by tenants, 489,085 tons, against 473,053 tons same month in 1882.

The above statement includes (for June, 1883) the operations of the Central RR. Co. of New Jersey and its branches, now leased to the Philadelphia & Reading RR. Co., viz.:

Gross receipts.....	\$1,012,634
Working expenses.....	561,285
Net earnings.....	\$451,349
Rental for June.....	424,936

Profit for month.....\$26,413

The coal tonnage was 426,000; merchandise tonnage, 214,872; number of passengers carried, 774,638.

**Phoenixville & West Chester.**—This railroad was opened for freight and passenger traffic on Aug. 1.

**Pittsburg Cincinnati & St. Louis.**—Holders of the Stenbenville & Indiana Railroad bonds are notified that they have the option until September 29, 1883, inclusive, of extending said bonds for thirty years from January 1, 1884, as registered bonds, bearing interest at 4½ per cent per annum, payable semi-annually from and after January 1, 1884. Bonds not extended will be paid at maturity.

**Richmond & Danville.**—In regard to the report that the Seney syndicate had obtained control of the Richmond & Danville system, Mr. Calvin S. Brice, one of the members of the new syndicate, expressed himself as follows:

"The report is true that a syndicate in which I am interested has bought control of the Richmond & Danville road. We have secured about 28,000 of the 50,000 shares of stock issued by the Richmond & Danville Company. Our syndicate controls, besides our new purchase, the East Tennessee Virginia & Georgia Railway and the Chesapeake & York River line of steamers that ply between West Point, on the Chesapeake, and Baltimore, and has close traffic arrangements with the Clyde steamers, which run between New York and Philadelphia to all Southern points. Our purpose is to confine all our railroad and steamship lines under one management, and equip and operate the system in the best possible manner. We have made a careful inspection of our new purchase, and feel well satisfied with its condition." \*\*

"The purchase of the Richmond & Danville stock was consummated Friday [July 27]. Of course it is too early yet to give more than general information regarding our plans for the future, but we feel sure that we have a most valuable property—one that already does a business of nearly \$10,000,000 yearly, and certain to earn \$12,000,000 to \$15,000,000 yearly in the near future. The effect of the combination will be to add \$500,000 to the net earnings of the East Tennessee & Georgia Railroad Company this year, and probably more than double that to the Richmond & Danville system. Among the members of the syndicate are George S. Scott, of G. S. Scott & Co., New York; William P. Clyde, of the shipping-house of Wm. P. Clyde & Co.; Geo. T. Baker and E. D. Fahnestock, of the First National Bank of New York; and Messrs. Samuel Thomas, Geo. I. Seney and Calvin S. Brice of the Metropolitan Bank of New York."

Mr. George S. Scott, who holds more than one-half of the Richmond & Danville stock, said to a *Tribune* reporter that Mr. Brice's statement was correct, but expressed surprise that it had been made. It had been agreed by the members of the syndicate that the real ownership should be kept secret until the present directors had resigned their offices. Mr. Scott said that the two roads would not be consolidated, but that close relations for the interchange of traffic would be established. Mr. Seney refused to make any statement in regard to the matter.

**Seaboard & Roanoke—Carolina Central.**—A dispatch from Raleigh, N. C., says Judges Bond and Seymour, of the United States Circuit Court, have filed their opinion in the suit of Virginia B. Mathews against the Seaboard & Roanoke Railroad Company and others. The opinion decides all the questions raised in favor of the defendants. It is held that Mrs. Mathews, by and through the action of her husband, Edward Mathews, has acquiesced in the reorganization and reconstruction of the Carolina Central Railroad Company. It is also held that the act of the special session of the Legislature of 1868, which says that any railroad company within this State shall be at liberty to take or purchase stock in or lend money to or purchase bonds of this or any railroad company in this or any adjoining State, "is still in force and has not been repealed or declared unconstitutional by the Supreme Court of this State." This was the main point in the case, as the majority of the stock in the Carolina Central Company is held by the Seaboard & Roanoke Company, a Virginia corporation, and by the Raleigh & Gaston and Raleigh & Augusta Air-Line companies, railroad corporations existing by the laws of this State. It is said the case will now be carried to the U. S. Supreme Court by the plaintiff.

**Sonora.**—The Mexican *Financier* of July 7, says that some important modifications of the concession of the Sonora railway have been secured. The time for the building of the lines of the company from Hermosillo to Paso del Norte, and from Hermosillo to Alamos, has been extended to six years, giving two years for making the surveys and four years for completing the roads. The company is authorized to transfer the concessions for its lines to any other company or companies. The company is obliged, for the new concession, to pay \$80,000, to be applied to the industries of mining and agriculture.

**Toledo Cincinnati & St. Louis.**—A dispatch from Dayton, O., July 31, stated that Grenville D. Brannan, of Boston, brought suit on 167 mortgage coupons of the Toledo Cincinnati & St. Louis Railroad and constituent companies, and judgment was rendered by confession. Willard White, Vice-President of the road, was present in court and consented to the proceedings. The coupons produced in court were some of them issued by the Spring Grove Avondale & Cincinnati Railroad, some by the Toledo Delphos & Burlington Railroad, some by the Cincinnati Northern and some directly by the Toledo Cincinnati & St. Louis. Mr. J. A. McMahon, the attorney for Brannan, says that a petition to put the road into the hands of a receiver will be filed early in the United States Court at Cincinnati. The statement in the bill shows a bonded debt of \$22,000,000, unpaid vouchers to the amount of \$400,000, \$2,000,000 indebtedness for which the equipment is pledged, besides a floating debt of \$964,000; that a large amount of right of way will be lost unless the purchase money is soon paid, and that 500 miles of the line is mortgaged, and the creditors threaten to foreclose.

At Chicago, in the Federal Court, Judge Drummond on Aug. 1 appointed Edward E. Dwight, General Manager of the road, to be receiver. Mr. Dwight at once qualified, and has taken possession of the property.

## The Commercial Times.

### COMMERCIAL EPITOME.

FRIDAY NIGHT, Aug. 3, 1883.

The position of mercantile affairs improves, notwithstanding the important failures of the week in the leather trade. The "strike" of the telegraph operators continues, but the service is better than last week. Other labor troubles have been adjusted. The failure of boot and shoe manufacturers in Massachusetts caused some uneasiness, but they were felt in narrow circles only. Crop accounts have somewhat improved. Several large dealers from the extreme Southwest are in town, and it may be expected that the fall trade will fully open in the coming week.

The following is a statement of the stocks of leading articles of domestic and foreign merchandise at dates given:

	1883. July 1.	1883. Aug. 1.	1882. Aug. 1.
Pork.....	23,373	13,384	26,650
Beef.....	923	472	481
Lard.....	22,920	37,218	27,964
Tobacco, domestic.....	17,926	20,364	30,200
Tobacco, foreign.....	44,092	47,427	49,929
Coffee, Rio.....	116,475	106,510	46,980
Coffee, other.....	74,000	61,385	86,881
Coffee, Java, &c.....	122,261	129,970	128,935
Sugar.....	92,049	92,757	82,843
Sugar.....	5,667	5,293	5,455
Sugar.....	597,000	622,292	1,071,915
Molasses, foreign.....	17,440	13,500	9,815
Molasses, domestic.....	3,000	800	2,000
Hides.....	112,900	78,900	232,000
Cotton.....	197,560	187,321	133,605
Resin.....	17,425	28,741	28,490
Spirits turpentine.....	1,563	1,401	1,328
Tar.....	1,454	2,622	752
Rice, E. I.....	31,600	25,400	16,700
Rice, domestic.....	1,340	1,250	2,760
Linsed.....	32,000	11,000	81,000
Saltpetre.....	13,550	10,900	9,900
Jute.....	2,500	600	1,900
Yute.....	88,000	83,700	36,600
Canlia hemp.....	41,707	44,622	38,708
Sisal hemp.....	29,761	29,000	9,479

The speculation in lard has been more liberal. Telegraphic communication between this city and the Western centres has been quicker and more regular. A higher range of values has been established and yet in some quarters it cannot be denied but that a feeling of timidity and uncertainty exists. To-day lard showed a further improvement early in the day and throughout the market the tone was steady and almost satisfactory; prime Western sold on the spot at 8'65@8'82½c.; refined for the Continent at 9½c. and South America at 9'80c.; for future delivery August options realized 8'75c.; September, 8'67@8'86c.; October, 8'32@8'90c.; seller year, 8'64@8'65c., closing steady; August, 8'75c.; September, 8'83@8'85c.; October, 8'80@8'90c.; November, 8'70c.; December, 8'62@8'70c.; seller year, 8'60@8'65c. Pork was steady with sales on the spot of mess at \$15 75; family mess at \$18 and clear backs at \$19. Bacon was less active and unchanged at 8½c. for long clear. Beef hams ruled steady at \$34@35 for Western. Beef was unchanged at \$19@20 for city extra India mess. Tallow ruled easy at 7½@7 9-16c. for prime. Stearine was quiet at 11½c. for prime, and 10½@10¾c. for oleomargarine. Cheese has a fair export inquiry at 9½c. for white and 10c. for colored, and yet at the moment the figures are considered somewhat extreme. The exports for the week have been 80,000 boxes and the receipts 700,000 boxes. Butter has received export attention at 19@20c. for creamery and 13@15c. for factory grades.

Rio coffee has been firmer but quiet at 9@9½c. for fair; options have been fairly active at an advance; sales of No. 7 were made at 7'25c. for September, 7'35c. for October, 7'45c. for November, 7'45@7'50c. for December and 7'65c. for January. Mild grades have been steady latterly, though early in the week somewhat depressed. Tea has been quiet and rather weak. Spices have been quiet and pepper weak. Molasses has been dull and 50-degrees test Cuba has declined to 25c. Raw sugar has been dull, and the close is nearly nominal at 6½c. for fair refining; refined has been quiet at 8 13-16@9½c. for hards and 8¼@8½c. for standard "A."

Kentucky tobacco remains steady at 5@6½c. for lugs and 6@11½c. for leaf. There have been sales of 100 hds. for consumption and 200 hds. for export. Further transactions have been rumored, but definite particulars could not be obtained. Seed leaf has been rather quiet, but the undertone still remains fairly steady.

R sins have continued quiet; the present rates of freights preclude an export movement; strained to good strained quoted at \$1 55@1 60. Spirits turpentine has been advanced, in sympathy with the Southern and English advices; there were sales to-day in yard at 3½c., and the figures at the close were 39c. Hops have had a better movement for export and home consumption, and, in view of the generally good crop reports, State 1882 are not quoted above 23@28c., and State 1881 18@20c. Ingot copper has been steady, although quieter, at 15@15½c. for Lake. Tin shows a slight easiness, while pig tin, rails, lead and spelter are essentially unchanged. Linsed oil is steady at 55c. for city and 53c. for Western. Lard oil has been advanced to 70c. Wool has had a better sale, and the general tone has been improved. The attendance of manufacturing buyers has increased, and the advices from the interior are stronger.

Ocean freight room has latterly shown easiness.



COTTON.

FRIDAY, P. M., August 3, 1883.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (August 3) the total receipts have reached 7,064 bales, against 8,295 bales last week, 9,203 bales the previous week and 11,024 bales three weeks since; making the total receipts since the 1st of September, 1882, 5,940,554 bales, against 4,661,024 bales for the same period of 1881-82, showing an increase since September 1, 1882, of 1,279,530 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total
Galveston.....	349	143	417	374	56	140	1,479
Indianola, &c.....	.....	.....	.....	.....	.....	158	158
New Orleans.....	164	503	576	46	230	44	1,963
Mobile.....	37	15	1	.....	38	16	107
Florida.....	.....	.....	.....	.....	.....	.....	.....
Savannah.....	132	6	11	3	25	13	190
Brunswick, &c.....	.....	.....	.....	.....	.....	.....	.....
Charleston.....	88	33	26	33	5	102	332
Pt. Royal, &c.....	.....	.....	.....	.....	.....	.....	.....
Wilmington.....	.....	14	1	1	.....	1	17
Morehead C., &c.....	.....	.....	.....	.....	.....	70	70
Norfolk.....	29	42	12	74	2	16	175
West Point, &c.....	.....	.....	.....	.....	.....	6	6
New York.....	.....	.....	.....	8	10	78	36
Boston.....	206	51	90	.....	.....	36	383
Baltimore.....	.....	.....	.....	.....	1,658	1,658	.....
Philadelphia, &c.....	.....	.....	79	.....	162	189	430
Totals this week.....	1,005	807	1,218	539	573	2,927	7,064

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1882, and the stocks to-night and the same items for the corresponding periods of last years.

Receipts to August 3.	1882-83		1881-82		Stock.	
	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1883	1882.
Galveston.....	1,479	838,813	241	427,300	5,704	1,061
Indianola, &c.....	158	17,139	93	13,862	.....	.....
New Orleans.....	1,963	1,661,847	5,313	1,185,362	60,237	23,889
Mobile.....	107	311,248	107	263,228	5,209	1,131
Florida.....	.....	18,444	28	27,239	.....	.....
Savannah.....	190	810,706	427	728,698	2,710	1,415
Brunswick, &c.....	.....	5,508	.....	7,026	.....	.....
Charleston.....	332	566,131	68	497,458	2,664	453
Pt. Royal, &c.....	.....	21,601	.....	21,516	.....	.....
Wilmington.....	17	127,311	142	136,267	1,199	396
Morehead C., &c.....	70	19,58	.....	26,580	.....	.....
Norfolk.....	175	797,964	578	611,339	16,483	1,596
West Point, &c.....	6	27,652	365	195,304	.....	.....
New York.....	94	137,958	448	162,257	161,627	130,189
Boston.....	384	191,042	3,36	231,422	6,230	5,015
Baltimore.....	1,658	69,268	528	26,192	14,228	4,830
Philadelphia, &c.....	430	112,300	811	93,971	5,358	5,439
Total.....	7,064	5,940,554	4,815	4,611,024	294,690	175,408

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1883.	1882.	1881.	1880.	1879.	1878.
Galveston, &c.....	1,637	334	2,603	466	2,215	333
New Orleans.....	1,913	5,313	4,924	1,025	464	638
Mobile.....	107	107	408	197	113	211
Savannah.....	190	427	2,565	555	34	219
Charleston, &c.....	332	68	437	998	30	354
Wilmington, &c.....	87	14	234	111	26	611
Norfolk, &c.....	181	943	2,090	1,652	135	435
All others.....	2,567	2,211	4,557	3,976	930	233
Tot. this w'k.....	7,064	4,815	17,818	8,842	3,945	3,069
Since Sept. 1.....	5,940,554	4,661,024	5,753,376	4,890,884	4,440,101	1,263,159

Galveston includes Indianola; Charleston includes Port Royal, &c. Wilmington includes Morehead City, &c. Norfolk includes City Point, &c.

The exports for the week ending this evening reach a total of 27,343 bales, of which 19,242 were to Great Britain, 4,115 to France and 4,291 to the rest of the Continent, while the stocks as made up this evening are now 293,630 bales. Below are the exports for the week and since September 1, 1883.

Exports from—	Week Ending Aug. 3.			From Sept. 1, 1882, to Aug. 3, 1883.		
	Great Britain.	France.	Total.	Great Britain.	France.	Total.
Galveston.....	8,557	.....	8,557	321,453	30,2	351,653
New Orleans.....	8,303	3,115	11,418	857,49	10,670	868,169
Mobile.....	.....	.....	.....	34,840	9,35	44,190
Florida.....	.....	.....	.....	.....	.....	.....
Savannah.....	.....	.....	.....	1,0312	25,4	10,338
Charleston, &c.....	.....	.....	.....	131,080	24,7	155,787
Wilmington.....	.....	.....	.....	53,173	.....	53,173
Norfolk, &c.....	.....	.....	.....	53,173	.....	53,173
New York.....	4,115	1,000	5,115	51,840	30,47	82,310
Boston.....	.....	.....	.....	724	1,433	2,157
Baltimore.....	.....	.....	.....	1,273	174,265	175,538
Philadelphia, &c.....	.....	.....	.....	1,175	101,671	102,846
Total.....	19,242	4,115	23,357	2,734,3	427,674	3,161,974
Total 1881-82.....	9,913	4,2	14,135	1,855,390	358,600	2,213,990

Includes exports from Port Royal, &c.  
Includes exports from West Point, &c.

In addition to above exports, our telegrams to-night also give as the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 89 Broad Street.

AUG. 3, AT—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign.	Coast-wise.	Total.	
New Orleans.....	4,145	None.	None.	2,034	6,180	61,057
Mobile.....	None.	None.	None.	None.	None.	5,209
Charleston.....	None.	None.	None.	25	25	2,639
Savannah.....	None.	None.	None.	75	75	2,635
Galveston.....	None.	None.	None.	200	200	5,504
Norfolk.....	None.	None.	None.	1,371	1,371	15,112
New York.....	2,700	1,300	350	None.	4,350	161,077
Other ports.....	1,500	None.	400	None.	2,200	24,856
Total 1883.....	8,646	300	950	3,705	13,601	280,089
Total 1882.....	9,873	2,8	2,100	326	12,887	162,821
Total 1881.....	12,960	1,434	1,149	2,115	17,658	218,479

The speculation in cotton for future delivery at this market has been quite brisk for the week under review, and the fluctuations in prices were wider than usual. The opening was depressed. Crop accounts were less unfavorable, or at least the apprehensions of injury from drought and vermin were greatly modified, and there were free deliveries on August contracts. Saturday closed easier, Monday declined 6@9 points, and Tuesday opened lower; but a large business for export, attended by liberal freight engagements for Russia, France and England, together with reports of the appearance of boll worms in Texas and the repeated assertion of damage to the crop by drought, caused a dearer closing on Tuesday, an advance of 14@16 points on Wednesday, and a further improvement of 3@7 points on Thursday. It was asserted that a great deal of speculative manipulation entered into the advance. However this may be, it is certain that the improvement on Thursday was greatest in August and September and followed an easier opening in the face of stronger Liverpool advices. To-day the opening was a few points off and further declined, but afterwards recovered, on adverse crop reports from Memphis, and the close was 1 point dearer for August and slightly lower otherwise. Cotton on the spot has been active for export, with a good business for home consumption. On Thursday quotations were revised. The high grades were advanced 1-16c., the medium grades 1-16c. @ 1-16c., and the low grades, including stained, 3-16 @ 5-16c. To-day there was a further advance of 1-16c., middling uplands closing at 10 1/16c.

The total sales for forward delivery for the week are 465,500 bales. For immediate delivery the total sales foot up this week 11,475 bales, including 8,595 for export, 2,880 for consumption, — for speculation and — in transit. Of the above, — bales were to arrive. The following are the official quotations for each day of the past week.

July 28 to Aug. 3	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.
Ordin'y. P. B.	7 1/16	7 3/8	7 1/8	7 5/8	7 3/4	7 1/2	7 1/8	7 3/8	7 1/8
Strict Ord.	7 1/2	7 3/4	7 1/4	7 3/4	7 3/4	7 3/4	7 3/4	7 3/4	7 3/4
Good Ord.	6 5/8	6 3/4	6 1/2	6 3/4	6 3/4	6 3/4	6 3/4	6 3/4	6 3/4
Str. G'd Ord.	9	9	9	9 1/4	9 1/4	9 1/4	9 1/4	9 1/4	9 1/4
Low Mid'l	9 1/2	9 1/2	9 1/2	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
Str. L'w Mid	10 1/16	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
Middling.....	10	10	10	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4
Good Mid.	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8
Str. G'd Mid	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4
Midd'l Fair	11 1/4	11 1/4	11 1/4	11 3/8	11 3/8	11 3/8	11 3/8	11 3/8	11 3/8
Fair.....	11 3/4	11 3/4	11 3/4	11 3/4	11 3/4	11 3/4	11 3/4	11 3/4	11 3/4

STAINED	Sat.			Mon.			Tues.		
	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.
Good Ordinary..... P. B.	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
Strict Good Ordinary.....	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2
Low Middling.....	8	8	8	8	8	8	8	8	8
Str. L'w Mid.....	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market has changed for each day.

SPOT MARKET CLOSING.	SALES OF SPOT AND FUTURE.					FUTURES.	
	Ex- port.	Dom. amp.	Spec. ut'n.	Fr. ut'n.	Total.	Sales.	Open- ing.
Sat.....	Inactive.....	.....	100	.....	100	35,700	3,000
Mon.....	Q. ut'n.....	1,425	217	.....	1,642	29,000	3,000
Tues.....	Scarcely.....	4,630	5,14	.....	9,770	63,500	1,000
Wed.....	Fair.....	27,9	820	.....	30,110	130,100	2,700
Thurs.....	Firm at rev. q. 100.....	2,048	4,7	.....	2,175	9,000	2,400
Fri.....	Firm at 1 1/2 adv.....	150	750	.....	900	87,600	3,200
Total.....	.....	8,595	2,880	.....	11,475	465,500	9,600

FIGURES IN ITALICS SHOW THE CHANGE FOR EACH DAY FROM THE PREVIOUS DAY.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

Market, Prices and Futures	Range and Total Sales.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.
Saturday, July 28— Sales, total (range) Closing.....	Drill. 9 33,000 10-05-10-06	Aver. 10-00 Aver. 10-00 @ 10-00	Aver. 10-06 Aver. 10-06 @ 10-06	Aver. 10-05 Aver. 10-05 @ 10-05	Aver. 9-95 Aver. 9-95 @ 9-95	Aver. 9-90 Aver. 9-90 @ 9-90	Aver. 9-91 Aver. 9-91 @ 9-91	Aver. 9-93 Aver. 9-93 @ 9-93	Aver. 10-00 Aver. 10-00 @ 10-00	Aver. 10-01 Aver. 10-01 @ 10-01	Aver. 10-02 Aver. 10-02 @ 10-02	Aver. 10-03 Aver. 10-03 @ 10-03	Aver. 10-04 Aver. 10-04 @ 10-04
Monday, July 30— Sales, total (range) Closing.....	Weak. 9 73,000 10-05-10-06	Aver. 10-08 Aver. 10-08 @ 10-08	Aver. 10-03 Aver. 10-03 @ 10-03	Aver. 10-06 Aver. 10-06 @ 10-06	Aver. 9-95 Aver. 9-95 @ 9-95	Aver. 9-90 Aver. 9-90 @ 9-90	Aver. 9-91 Aver. 9-91 @ 9-91	Aver. 9-93 Aver. 9-93 @ 9-93	Aver. 10-00 Aver. 10-00 @ 10-00	Aver. 10-01 Aver. 10-01 @ 10-01	Aver. 10-02 Aver. 10-02 @ 10-02	Aver. 10-03 Aver. 10-03 @ 10-03	Aver. 10-04 Aver. 10-04 @ 10-04
Tuesday, July 31— Sales, total (range) Closing.....	Variable. 9 65,200 9-76-10-35	Aver. 10-00 Aver. 10-00 @ 10-00	Aver. 10-06 Aver. 10-06 @ 10-06	Aver. 10-05 Aver. 10-05 @ 10-05	Aver. 9-95 Aver. 9-95 @ 9-95	Aver. 9-90 Aver. 9-90 @ 9-90	Aver. 9-91 Aver. 9-91 @ 9-91	Aver. 9-93 Aver. 9-93 @ 9-93	Aver. 10-00 Aver. 10-00 @ 10-00	Aver. 10-01 Aver. 10-01 @ 10-01	Aver. 10-02 Aver. 10-02 @ 10-02	Aver. 10-03 Aver. 10-03 @ 10-03	Aver. 10-04 Aver. 10-04 @ 10-04
Wednesday, Aug. 1— Sales, total (range) Closing.....	Brigant. 11 110,000 10-05-10-06	Aver. 10-00 Aver. 10-00 @ 10-00	Aver. 10-06 Aver. 10-06 @ 10-06	Aver. 10-05 Aver. 10-05 @ 10-05	Aver. 9-95 Aver. 9-95 @ 9-95	Aver. 9-90 Aver. 9-90 @ 9-90	Aver. 9-91 Aver. 9-91 @ 9-91	Aver. 9-93 Aver. 9-93 @ 9-93	Aver. 10-00 Aver. 10-00 @ 10-00	Aver. 10-01 Aver. 10-01 @ 10-01	Aver. 10-02 Aver. 10-02 @ 10-02	Aver. 10-03 Aver. 10-03 @ 10-03	Aver. 10-04 Aver. 10-04 @ 10-04
Thursday, Aug. 2— Sales, total (range) Closing.....	Variable. 9 90,800 9-94-10-05	Aver. 10-00 Aver. 10-00 @ 10-00	Aver. 10-06 Aver. 10-06 @ 10-06	Aver. 10-05 Aver. 10-05 @ 10-05	Aver. 9-95 Aver. 9-95 @ 9-95	Aver. 9-90 Aver. 9-90 @ 9-90	Aver. 9-91 Aver. 9-91 @ 9-91	Aver. 9-93 Aver. 9-93 @ 9-93	Aver. 10-00 Aver. 10-00 @ 10-00	Aver. 10-01 Aver. 10-01 @ 10-01	Aver. 10-02 Aver. 10-02 @ 10-02	Aver. 10-03 Aver. 10-03 @ 10-03	Aver. 10-04 Aver. 10-04 @ 10-04
Friday, Aug. 3— Sales, total (range) Closing.....	Variable. 9 57,600 9-93-10-10	Aver. 10-00 Aver. 10-00 @ 10-00	Aver. 10-06 Aver. 10-06 @ 10-06	Aver. 10-05 Aver. 10-05 @ 10-05	Aver. 9-95 Aver. 9-95 @ 9-95	Aver. 9-90 Aver. 9-90 @ 9-90	Aver. 9-91 Aver. 9-91 @ 9-91	Aver. 9-93 Aver. 9-93 @ 9-93	Aver. 10-00 Aver. 10-00 @ 10-00	Aver. 10-01 Aver. 10-01 @ 10-01	Aver. 10-02 Aver. 10-02 @ 10-02	Aver. 10-03 Aver. 10-03 @ 10-03	Aver. 10-04 Aver. 10-04 @ 10-04
Sales since Sep. 1, '82	465,500	2,300	87,600	137,400	57,600	43,200	38,200	71,200	9,900	10,12	7,800	2,400	2,500
Average price, week	10-09	10-08	10-08	10-08	10-08	10-08	10-08	10-08	10-08	10-08	10-08	10-08	10-08
Sales since Sep. 1, '82	24,612,600	1,919,900	4,153,800	778,900	619,600	501,500	280,800	298,400	52,900	83,900	36,000	17,700	2,500

## DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (Aug. 3), we add the item of exports from the United States, including in it the exports of Friday only.

	1883.	1882.	1881.	1880.
Stock at Liverpool.....bales.	927,000	701,000	777,000	710,000
Stock at London.....	46,300	71,900	41,700	55,900
Total Great Britain stock	973,300	772,900	818,700	771,900
Stock at Hamburg.....	3,800	2,600	4,300	5,000
Stock at Bremen.....	47,800	36,600	52,600	38,000
Stock at Amsterdam.....	32,000	14,200	36,700	16,100
Stock at Rotterdam.....	2,300	2,000	3,900	2,800
Stock at Antwerp.....	8,200	600	2,500	981
Stock at Havre.....	116,000	130,000	187,000	71,200
Stock at Marseilles.....	9,900	1,200	3,600	5,740
Stock at Barcelona.....	81,000	25,000	36,600	59,000
Stock at Genoa.....	17,000	13,400	3,500	17,000
Stock at Trieste.....	14,000	6,100	7,200	9,400

Total continental stocks....	332,000	231,700	337,900	228,401
Total European stocks....	1,305,300	1,004,600	1,156,600	1,000,301
India cotton afloat for Europe	260,000	305,000	244,000	191,000
Amer'n cotton afloat for Europe	65,000	65,000	159,000	103,000
Egypt, Brazil, &c., afloat for Europe	20,000	8,000	19,000	13,000
Stock in United States ports..	293,690	175,408	236,137	170,873
Stock in U. S. interior towns..	49,566	20,149	36,826	41,507
United States exports to-day..	1,800	2,000	8,300	6,000

Total visible supply.....1,998,356 1,580,157 1,859,863 1,525,681

Of the above, the totals of American and other descriptions are as follows:

American.....	673,000	394,000	592,000	481,000
Liverpool stock.....	204,000	88,000	239,000	118,000
Continental stocks.....	65,000	65,000	159,000	103,000
American afloat for Europe.....	293,690	175,408	236,137	170,873
United States stock.....	49,566	20,149	36,826	41,507
United States interior stocks.....	1,800	2,000	8,300	6,000
United States exports to-day..	1,800	2,000	8,300	6,000

Total American.....1,290,056 744,557 1,271,263 920,380

East India, Brazil, &c. afloat.....234,000 307,000 185,000 235,000

Liverpool stock.....46,300 71,900 41,700 55,900

Continental stocks.....128,000 143,700 99,900 110,401

India afloat for Europe.....260,000 305,000 244,000 191,000

Egypt, Brazil, &c., afloat.....20,000 8,000 19,000 13,000

Total East India, &c. afloat.....708,300 835,600 588,600 605,301

Total American.....1,290,056 744,557 1,271,263 920,380

Total visible supply.....1,998,356 1,580,157 1,859,863 1,525,681

Pr.oe Mid. Up., Liverpool.....5 1/2 7d. 6 1/2 1/2 6 1/2 1/2

The imports into Continental ports this week have been 5,000 bales.

The above figures indicate an increase in the cotton in sight to-night of 418,199 bales as compared with the same date of 1882, an increase of 138,493 bales as compared with the corresponding date of 1881 and an increase of 472,675 bales as compared with 1880.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1881-82—is set out in detail in the following statement:

TOWN.	Receipts.	Shipments.	Stock.
Augusta, Ga.....	117	179,874	435
Columbus, Ga.....	33	110,933	330
Montgomery, Ala.....	134	57,472	9
Mobile, Ala.....	134	134,366	95
Seale, Ala.....	383	99,510	86
Memphis, Tenn.....	383	509,014	507
Dallas, Tex.....	18	44,660	342
Jefferson, Tex.....	18	44,660	342
San Antonio, Tex.....	290	104,922	412
San Antonio, Tex.....	40	116,349	45
Griffin, Ga.....	10	39,103	105
Atlanta, Ga.....	10	26,407	13
Rome, Ga.....	122	141,936	130
St. Louis, Mo.....	417	83,575	146
St. Louis, Mo.....	417	469,497	146
Channah, O.....	607	376,172	875
Total, all towns.....	2,436	2,655,523	5,903
Newberry, S. C.....	5	23,334	94
Raleigh, N. C.....	196	31,923	405
Petersburg, Va.....	121	32,371	104
Little Rock, Ark.....	50	53,059	115
Brenham, Tex.....	500	34,944	110
Houston, Tex.....	500	698,506	558
Total, new towns.....	921	919,976	1,197
Total, all towns.....	3,357	3,575,499	7,100
Receipts, since Sept. 1, 1882.	3,357	3,575,499	7,100
Shipments, since Sept. 1, 1882.	3,357	3,575,499	7,100
Stock, since Sept. 1, 1882.	3,357	3,575,499	7,100

\* This year's figures estimated.

The above totals show that the old interior stocks have decreased during the week 3,467 bales, and are to-night 20,417

\* Includes sales in September, 1882, for September, 500,200; September-October for October, \$15,600; September-November for November, 731,300; September-December for December, 1,097,400; September-January for January, 2,070,200; September-February for February, 1,300,200; September-March for March, 1,969,400; September-April for April, 1,713,300; September-May for May, 2,726,800; September-June for June, 2,932,700.

Transferable Orders—Saturday, 10-05c. for July and 10-10c. for August; Monday, 10-10c. for Tuesday, 10-05c.; Wednesday, 10-20c.; Thursday, 10-25c.; Friday, 10-25c.

Short Notices for August—Saturday, 10-02 to 10-05c.; Monday, 10-04 to 9-96c.; Tuesday, 9-90 to 9-98c.; Wednesday, 10-03 to 10-10c.; Thursday, 10-12 to 10-23; Friday, 10-16 to 10-21c.

The following exchanges have been made during the week.

-03 pd. to exch. 500 Aug. for Sept.  
-17 pd. to exch. 100 Aug. for Mar.  
-02 pd. to exch. 100 Aug. for Sept.  
100 August s. n. 1st for regular.  
-02 pd. to exch. 300 Aug. for Sept.  
-02 pd. to exch. 200 Aug. s. n. 1st for regular.  
-02 pd. to exch. 200 Aug. for Sept.  
-14 pd. to exch. 700 Aug. for n. n.  
-04 pd. to exch. 400 Aug. s. n. for regular.



bales more than at the same period last year. The receipts at the same towns have been 1,318 bales more than the same week last year, and since September 1 the receipts at all the towns are 753,512 bales more than for the same time in 1881-2.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending August 3.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Galveston...	99 <sup>1</sup> / <sub>16</sub>	99 <sup>1</sup> / <sub>16</sub>	99 <sup>1</sup> / <sub>16</sub>	99 <sup>1</sup> / <sub>16</sub>	99 <sup>1</sup> / <sub>16</sub>	99 <sup>1</sup> / <sub>16</sub>
New Orleans...	99 <sup>1</sup> / <sub>16</sub>	99 <sup>1</sup> / <sub>16</sub>	99 <sup>1</sup> / <sub>16</sub>	99 <sup>1</sup> / <sub>16</sub>	99 <sup>1</sup> / <sub>16</sub>	99 <sup>1</sup> / <sub>16</sub>
Mobile.....	99 <sup>1</sup> / <sub>16</sub>	99 <sup>1</sup> / <sub>16</sub>	99 <sup>1</sup> / <sub>16</sub>	99 <sup>1</sup> / <sub>16</sub>	99 <sup>1</sup> / <sub>16</sub>	99 <sup>1</sup> / <sub>16</sub>
Savannah....	99 <sup>1</sup> / <sub>16</sub>	99 <sup>1</sup> / <sub>16</sub>	99 <sup>1</sup> / <sub>16</sub>	99 <sup>1</sup> / <sub>16</sub>	99 <sup>1</sup> / <sub>16</sub>	99 <sup>1</sup> / <sub>16</sub>
Charleston....	99 <sup>1</sup> / <sub>16</sub>	99 <sup>1</sup> / <sub>16</sub>	99 <sup>1</sup> / <sub>16</sub>	99 <sup>1</sup> / <sub>16</sub>	99 <sup>1</sup> / <sub>16</sub>	99 <sup>1</sup> / <sub>16</sub>
Wilmington...	99 <sup>1</sup> / <sub>16</sub>	99 <sup>1</sup> / <sub>16</sub>	99 <sup>1</sup> / <sub>16</sub>	99 <sup>1</sup> / <sub>16</sub>	99 <sup>1</sup> / <sub>16</sub>	99 <sup>1</sup> / <sub>16</sub>
Norfolk.....	99 <sup>1</sup> / <sub>16</sub>	99 <sup>1</sup> / <sub>16</sub>	99 <sup>1</sup> / <sub>16</sub>	99 <sup>1</sup> / <sub>16</sub>	99 <sup>1</sup> / <sub>16</sub>	99 <sup>1</sup> / <sub>16</sub>
Boston.....	10	10 <sup>1</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>4</sub>
Baltimore....	97 <sup>7</sup> / <sub>8</sub> @ 10	97 <sup>7</sup> / <sub>8</sub> @ 10	97 <sup>7</sup> / <sub>8</sub> @ 10	97 <sup>7</sup> / <sub>8</sub> @ 10	10	10
Philadelphia..	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>
Augusta.....	98 <sup>3</sup> / <sub>4</sub> @ 3 <sup>1</sup> / <sub>4</sub>	98 <sup>3</sup> / <sub>4</sub> @ 3 <sup>1</sup> / <sub>4</sub>	98 <sup>3</sup> / <sub>4</sub> @ 3 <sup>1</sup> / <sub>4</sub>	98 <sup>3</sup> / <sub>4</sub>	98 <sup>3</sup> / <sub>4</sub>	98 <sup>3</sup> / <sub>4</sub>
Memphis.....	99 <sup>1</sup> / <sub>2</sub>	99 <sup>1</sup> / <sub>2</sub>	99 <sup>1</sup> / <sub>2</sub>	99 <sup>1</sup> / <sub>2</sub>	99 <sup>1</sup> / <sub>2</sub>	99 <sup>1</sup> / <sub>2</sub>
St. Louis.....	99 <sup>1</sup> / <sub>2</sub>	99 <sup>1</sup> / <sub>2</sub>	99 <sup>1</sup> / <sub>2</sub>	99 <sup>1</sup> / <sub>2</sub>	99 <sup>1</sup> / <sub>2</sub>	99 <sup>1</sup> / <sub>2</sub>
Cincinnati....	99 <sup>1</sup> / <sub>2</sub>	99 <sup>1</sup> / <sub>2</sub>	99 <sup>1</sup> / <sub>2</sub>	99 <sup>1</sup> / <sub>2</sub>	99 <sup>1</sup> / <sub>2</sub>	99 <sup>1</sup> / <sub>2</sub>
Louisville....	99 <sup>1</sup> / <sub>2</sub>	99 <sup>1</sup> / <sub>2</sub>	99 <sup>1</sup> / <sub>2</sub>	99 <sup>1</sup> / <sub>2</sub>	99 <sup>1</sup> / <sub>2</sub>	99 <sup>1</sup> / <sub>2</sub>

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

#### RECEIPTS FROM PLANTATIONS.

Week ending—	Receipts at the Ports.			Stk's at Interior Towns.			Rec'ts from Plant'n		
	1881.	1882.	1883.	1881.	1882.	1883.	1881.	1882.	1883.
May 18.....	32,415	29,864	43,973	174,879	115,435	133,871	22,562	8,069	29,903
" 25.....	31,851	13,081	38,539	117,473	104,618	125,565	9,515	2,564	30,233
June 1.....	32,612	13,950	39,426	136,470	93,585	114,679	21,639	5,517	19,540
" 8.....	29,131	15,624	25,456	100,380	81,394	105,926	2,342	5,433	16,703
" 15.....	28,218	13,658	21,573	99,947	72,408	88,703	15,785	2,677	14,410
" 22.....	23,476	13,869	12,305	91,236	50,750	88,240	17,750	1,011	1,872
" 29.....	20,692	9,288	11,497	78,617	50,417	79,500	8,049	155	2,766
July 6.....	19,103	6,566	11,914	72,301	42,843	74,647	12,937	2,012	7,052
" 13.....	18,199	8,142	11,041	71,603	33,454	68,762	10,411	753	5,139
" 20.....	19,392	9,170	9,208	65,759	31,622	64,339	11,115	5,316	4,886
" 27.....	16,151	6,126	8,236	58,377	28,276	61,629	8,672	2,780	5,689
Aug. 3.....	11,818	4,815	7,064	52,441	24,446	57,866	11,682	985	3,821

The above statement shows—1. That the total receipts from the plantations since September 1, 1882, were 5,981,955 bales; in 1881-82 were 4,640,045 bales; in 1880-81 were 5,788,979 bales.

2. That, although the receipts at the out-ports the past week were 7,064 bales, the actual movement from plantations was only 3,321 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 985 bales and for 1881 they were 11,982 bales.

AMOUNT OF COTTON IN SIGHT AUGUST 3.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to August 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1882-83.	1881-82.	1880-81.	1879-80.
Receipts at the ports to Aug. 3.	5,940,554	4,661,024	5,775,376	4,899,884
Interior stocks on Aug. 3 in excess of September 1.....	41,401	*20,979	13,603	29,326
Tot. receipts from plant'n	5,981,955	4,682,003	5,788,979	4,929,210
Net overland to August 1.....	643,228	468,229	310,014	576,129
Southern consumption to Aug. 1.	325,000	234,000	200,000	174,000
Total in sight August 3.....	6,950,203	5,342,274	6,499,023	5,679,339

\* Decrease from September 1.

It will be seen by the above that the increase in amount is slight to-night, as compared with last year, is 1,607,929 bales, as compared with 1880-81 is 451,180 bales, and with 1879-80, 1,270,864 bales.

WEATHER REPORTS BY TELEGRAPH.—As in former weeks, and owing to the telegraphers' strike, our telegrams are somewhat backward; so far as they have come to hand they indicate a slight improvement in the condition of the weather. It is claimed that in Alabama caterpillars are doing damage.

Galveston, Texas.—Telegram not received.

Last week we had trifling showers on two days, and the rainfall reached thirteen hundredths of an inch. Locally we needed rain badly, while thirty miles up country they had abundant rains. Crops were generally good, though some sections reported worms and others drought. The thermometer ranged from 79 to 92, and averaged 86.

Indianola, Texas.—Telegram not received.

We had drizzles on two days last week, and the rainfall reached four hundredths of an inch. We needed rain badly. Average thermometer 85, highest 94 and lowest 76.

Dallas, Texas.—Telegram not received.

The weather was warm and dry all last week. Crops were excellent. The thermometer averaged 86, and ranged from 71 to 101.

Brenham, Texas.—Telegram not received.

It drizzled on one day last week, and the rainfall reached one-hundredth of an inch. Uplands needed rain

but bottoms did not. Crops were good, but there was much talk about the appearance of caterpillars in bottom lands. The thermometer averaged 86, the highest being 101 and the lowest 71. Cotton was opening fast and picking had begun.

Palestine, Texas.—Telegram not received.

We had warm and dry weather all last week. Good showers were wanted. Prospects were good. Average thermometer 86, highest 98, lowest 71.

Huntsville, Texas.—Telegram not received.

We had a splendid shower on one day last week. The rainfall reached ninety hundredths of an inch. Crops were superb. The thermometer averaged 84, and ranged from 70 to 98.

Weatherford, Texas.—Telegram not received.

It rained very hard on one day last week and the rainfall reached two inches and seventy hundredths. There never was a better prospect for crops. The thermometer averaged 83, the highest being 97 and the lowest 68.

Belton, Texas.—Telegram not received.

We had a good shower on one day of last week. The rainfall reached twenty-seven hundredths of an inch. Crops could not have been more promising. Average thermometer 83, highest 96 and lowest 70.

Luling, Texas.—Telegram not received.

Last week we had a splendid shower on one day which was very beneficial but not enough. The rainfall reached one inch. Crops promised fairly but needed more moisture. In all sections picking had begun. Reports about caterpillars are sheer nonsense. Drough is over. The thermometer averaged 86, and ranged from 73 to 100.

New Orleans, Louisiana.—It has rained on two days of the week, the rainfall reaching fifty-three hundredths of an inch. The thermometer has averaged 53.

Shreveport, Louisiana.—Telegram not received.

Vicksburg, Mississippi.—Telegram not received.

Meridian, Mississippi.—It has been showery on one day of the week, the rainfall reaching twenty hundredths of an inch. Rain is needed badly. The highest thermometer was 103 and lowest 73.

Columbus, Mississippi.—We have had heavy showers on one day of the week, the rainfall reaching one inch and seventy-nine hundredths. Cotton is very small but full. Continued drought would have caused shedding, and heavy rains will make new growth and produce the same effect. The thermometer has averaged 85, the highest being 104 and the lowest 67. Rainfall during July one inch and six hundredths.

Little Rock, Arkansas.—Telegram not received.

Memphis, Tennessee.—We have had light showers on five days of the week, the rainfall reaching eighty-five hundredths of an inch. The thermometer has averaged 78, ranging from 64 to 94.

Last week we had rain on two days and the rainfall reached thirty-two hundredths of an inch. The thermometer averaged 83-1 and ranged from 67 to 97. The previous week it rained on three days, the rainfall reaching thirty-seven hundredths of an inch and the thermometer ranged from 67 to 93, and averaged 80-1.

During the month of July we had rain on fourteen days, and the rainfall reached one inch and seventy-eight hundredths. The thermometer averaged 80, and ranged from 64 to 97.

Nashville, Tennessee.—It has rained on four days of the week, the rainfall reaching three inches and forty-seven hundredths. Average thermometer 79, highest 88 and lowest 62.

Mobile, Alabama.—It has rained severely on one day of the week, the rainfall reaching fifty-nine hundredths of an inch. Crop accounts are less favorable; much damage, it is claimed, has been done by drought. Caterpillars are now webbed up; this is their third appearance, and much damage is feared. The thermometer has averaged 84, the highest being 99 and the lowest 71. During the month of July the rainfall reached three inches and thirty-one hundredths.

Montgomery, Alabama.—It has been showery on four days of the week, the rainfall reaching sixteen hundredths of an inch. It is claimed that much damage has been done by caterpillars in many places. The thermometer has averaged 82. Rainfall during July eighty-seven hundredths of an inch.

Selma, Alabama.—We have had rain on two days of the week, the rainfall reaching eighty-seven hundredths of an inch. Caterpillars have certainly appeared, but the injury done is as yet limited. Planters are generally poisoning. Crop accounts are more favorable. The thermometer has averaged 83.

Madison, Florida.—The weather has been warm and dry during the week, with light rain on one day. The crop is developing promisingly. Average thermometer 85, highest 95 and lowest 80.

Macon, Georgia.—We have had hard showers on three days of the week. Crop accounts are more favorable. There are some complaints of shedding. The thermometer has averaged 81, the highest being 94 and the lowest 66.

Columbus, Georgia.—Telegram not received.

Savannah, Georgia.—The weather has been pleasant with rain on three days of the week, the rainfall reaching seventy-four hundredths of an inch. The thermometer has averaged 72, ranging from 69-5 to 85.

Augusta, Georgia.—We have had light rain on three days of the week and the remainder of the week has been hot and dry. The rainfall reached eighty-seven hundredths of an inch. In general, crop accounts are less favorable; the recent drought and hot winds had a very bad effect on the plant, and the present indications are that the crop will be one-quarter

less than the appearance of the plant promised early in July. Average thermometer 83, highest 92 and lowest 72. During the month of July the rainfall reached two inches and twenty-one hundredths.

**Atlanta, Georgia.**—It has rained on three days of the week, the rainfall reaching thirty hundredths of an inch. The thermometer has averaged 80, the highest being 92 and the lowest 70.

**Rome, Georgia.**—Telegram not received.

**Charleston, South Carolina.**—We have had rain on five days of the week, the rainfall reaching five inches and twenty hundredths. The thermometer has ranged from 71 to 96, averaging 80.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock August 2, 1883, and August 3, 1882.

	Aug. 2, '83.		Aug. 3, '82.	
	Feet.	Inch.	Feet.	Inch.
New Orleans.....	Below high-water mark		3	9
Memphis.....	Above low-water mark.		14	9
Nashville.....	Above low-water mark.		Miss ing.	3
Shreveport.....	Above low-water mark.		8	5
Vicksburg.....	Above low-water mark.		29	0

**INDIA COTTON MOVEMENT FROM ALL PORTS.**—We have during the past year been endeavoring to rearrange our India service so as to make our reports more detailed and at the same time more accurate. Hitherto we have found it impossible to keep out of our figures, as cabled to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan we have now adopted, as we have reason to believe, will relieve us from the danger of this inaccuracy and keep the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to August 2.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Brit'n.	Continent.	Total.	Great Britain.	Continent.	Total.	This Week.	Since Jan. 1.
1883	18,000	9,000	27,000	433,000	785,000	1,218,000	4,000	1,326,000
1882	1,000	8,000	9,000	703,000	578,000	1,281,000	8,000	1,573,000
1881	11,000	4,000	15,000	274,000	315,000	589,000	8,000	1,121,000
1880	6,000	9,000	15,000	352,000	171,000	523,000	7,000	1,015,000

According to the foregoing, Bombay appears to show a decrease compared with last year in the week's receipts of 4,000 bales, and an increase in shipments of 16,000 bales, and the shipments since January 1 show a decrease of 81,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years has been as follows. "Other ports" cover Ceylon, Taticoria, Kurrachee and Coconada.

	Shipments for the week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
Calcutta—						
1883.....	2,000	.....	2,000	74,400	10,800	85,200
1882.....	.....	.....	.....	101,500	31,700	133,200
Madras—						
1883.....	200	.....	200	5,600	1,000	6,600
1882.....	3,700	2,100	5,800	40,000	4,100	44,100
All others—						
1883.....	.....	.....	.....	7,500	2,000	9,500
1882.....	5,000	.....	5,000	38,000	16,000	54,000
Total all—						
1883.....	2,200	.....	2,200	81,500	13,800	95,300
1882.....	8,700	2,100	10,800	179,500	51,800	231,300

The above totals for the week show that the movement from the ports other than Bombay is 8,600 bales less than same week last year. For the whole of India, therefore, the total shipments since January 1, 1883, and for the corresponding periods of the two previous years, are as follows.

REPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1883.		1882.		1881.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay.....	25,000	1,203,000	9,000	1,241,000	18,000	749,000
All other ports.....	2,200	105,300	10,800	231,300	3,800	171,100
Total.....	27,200	1,308,300	19,800	1,472,300	21,800	920,100

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

**ALEXANDRIA RECEIPTS AND SHIPMENTS.**—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding weeks of the previous two years.

Alexandria, Egypt, August 2	1882-83.		1881-82.		1880-81.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Receipts (cantars)—						
Since Sept. 1.....	2,254,000		2,831,720		2,775,500	
Exports (bales)—						
To Liverpool.....	239,000		215,900		246,750	
To Continent.....	89,000		176,271		631,151,705	
Total Exports.....	328,000		392,171		877,901,455	

\* A cantar is 98 lbs.

This statement shows that the receipts for the week ending Aug. 2 were — cantars and the shipments to all Europe were — bales.

**MANCHESTER MARKET.**—Our report received from Manchester to-night states that the market is quiet, with limited business, but prices are firm with a hardening tendency. We give the prices of to-day below, and leave previous weeks' prices for comparison.

	1883.					1882.				
	32s Cop.	32s Cop.	32s Cop.	32s Cop.	32s Cop.	32s Cop.	32s Cop.	32s Cop.	32s Cop.	32s Cop.
June 1	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2
" 15	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2
" 22	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2
" 29	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2
July 6	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2
" 13	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2
" 20	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2
" 27	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2
Aug. 3	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2	d. 8 1/2

**NEW YORK COTTON EXCHANGE.**—The complete plans of the new exchange were laid yesterday before the building committee and were approved of. On Monday next they will be examined by contractors, and provided the cost does not exceed the limit, the erection of the building will be commenced without further delay, in accordance with said plans.

A new application for membership was posted on July 28. The following visitors have been introduced this week:

J. L. Coker, South Carolina.	J. M. Carr, Athens, Ga.
R. E. Tankersley, Houston.	J. F. Winis, Savannah.
J. S. Lawrence, South Carolina.	S. Laubman, South Carolina.
J. R. Frank, South Carolina.	J. R. Frank, South Carolina.
W. B. Davidson, Montgomery, Ala.	S. M. McAshan, Houston.
W. P. Savage, Montgomery, Ala.	T. R. Walton, Fairchild, Texas.
A. H. Rowell, Jefferson, Tex.	J. Brown, Cincinnati.
F. A. Breyer, Galveston.	D. Dancy, Savannah.
J. J. Burgess, Norfolk, Va.	F. W. Jennings, Meridian, Miss.
Wm. A. Prince, Memphis.	W. K. Steedman, Charleston.
J. Ashu, Manchester.	

**CONDITION OF COTTON.**—The following, from our correspondents and exchanges, indicates the condition of cotton in various sections at latest mail dates:

**South Carolina.**—Correspondents of the *Charleston News and Courier* write as follows:

Barnwell, Barnwell Co., July 26.—"After a drought of several weeks partial showers have fallen within the last two days and revived considerably the suffering crops. \* \* \* The cotton crop is damaged to some extent, but if the rains continue to fall throughout August, and no other disaster overtakes the crop, there is no cause from the present outlook why a full crop will not be made."

Darlington, Darlington Co., July 27.—"There has been a great deal in *The News and Courier* lately from private sources and other sources about the bad condition of the crops in various parts of the State. The drought here commenced about the 2d or 3d of July, and has not been of sufficient duration to irretrievably ruin the crops, but they have been scalded badly. In some sections of the county the drought has a ready enemy in much-needed abundant rains. In the Stokesbridge region, for about 7 or 8 miles, the crops are very good. In some parts of Hartsville Township the crops are very fair. In Gilbert Township the corn is very good; cotton is suffering a little. In the Cartersville region they have suffered little. In the Timmonsville beat the damage done has been largely relieved by recent rains. In some parts of Liberty Hill Township the crops are good. In some parts of Buck Swamp they have lately had good rains; nearer this place they have suffered more than elsewhere."

Spartanburg, Spartanburg Co., July 26.—"Nature has kindly come to our relief and put an end to the long-continued season of warm and dry weather, a fine rain having fallen yesterday and there being every prospect that we shall have another to-day. Farms and gardens which were almost ruined are already looking wonderfully better, and farmers and gardeners are, of course, in a pleasanter frame of mind than they have been for several weeks past. The rain seems to have been very general and is a blessing to our entire county, nearly all parts of which are now dry for some time."

Varville, Beaufort Co., July 25.—"The drought still continues and the crops are failing rapidly, but we hope for a good cotton crop." Yorkville, York Co., July 26.—"This section was visited with a refreshing and much-needed rain yesterday afternoon. It was the first in four weeks."

**Georgia.**—Correspondents of the *Atlanta Constitution* write: Calhoun, Gordon Co., July 25.—"This vicinity was greatly benefitted by a rain yesterday, the first sufficient to lay the dust in the past six weeks. Only a moderate rain in town, but heavy and very satisfactory in some portions of this section, especially so between this place and Resaca, Ga. Some portions of the county have had rain lately, but a majority of the farms are dry and the crops are withering. The cry of 'drought' so often heard in the past six weeks, is heard less frequently on our streets this morning and is not so plaintive. The prospects seem good for more rain to-day."

Carrollton, Carroll Co., July 25.—"We have been suffering here for the last four or five weeks with a protracted dry spell, which has seriously injured the growing crops, especially upland cotton. Therefore we are happy to announce the fact that late yesterday evening we were favored with a magnificent rain, which will revive the drooping crops and also the hopes and spirits of the farmers. The rain was attended with considerable wind, but not sufficient to do any material damage."

Jasper, Pickens Co., July 27.—"We had quite a refreshing shower of rain last Tuesday evening, but the ground was so dry that the 12s. effect did not last long. The weather continues very warm, and indications are favorable for more rain, which will yet do great good to gardens, potatoes, cotton and late corn."

Homaston, Union Co., July 25.—"A fine rain fell yesterday which did not come any too soon, as the crops were much in need of it. \* \* \* There has been no report of the caterpillar more than a small and spotted bug-worm that is playing havoc with the cabbagees."

**Alabama.**—Reports to the *Selma Morning Times* from twenty points in the State, of date July 28, are summarized by that journal as follows:

"The northern counties generally have had rains. The southern still dry and suffering. The worm webbing up in many places. The prospects altogether much under last year."

**Tennessee.**—The report of the Commissioner of Agriculture for July on the condition of cotton as compared with June, is as follows:



"East Tennessee, 92; Middle Tennessee, 91; West Tennessee, 91; average for the State, 92 against 91 in June, an improvement of 1 per cent."

**Texas.**—New cotton has moved very freely of late; up to Saturday evening, July 28, Galveston had received 64 bales, against 9 bales during the same time in 1882. Schulenburg received 22 bales on July 25. The condition of the crop in various sections is shown by the following specials to the Galveston News:

Austin, Travis Co., July 27.—"The only report from the cotton worm in this region is that they are webbing up, and will not make another appearance before late next month. In that time the cotton will have such headway, that the worms will do little damage."

Britton, Washington Co., July 25.—"Prospects fine; weather hot."

Calvert, Robertson Co., July 26.—"Reports from the crops continue to be very discouraging. The boll worm is the trouble."

Columbia, Brazoria County, July 23.—"The condition of crops here and throughout this and adjoining counties is as good as can be—good just in proportion to the cultivation given the land—good as the most fertile soil and most favorable of seasons can produce, varied only by relative cultivation of the tenant fields and farms. Corn will be very abundant and cheap. Many farmers commence cotton-picking this week, and by the 1st of next month cotton-picking will be general."

Denison, Grayson Co., July 27.—"Weather very warm and dry, though there is a fine prospect of rain to-night."

Franklin, Robertson County, July 26.—"There is considerable excitement among farmers in this section about the boll-worm. Some say that but little damage is being done, others say the damage is immense. It is hard to tell just now the extent of the damage. The weather is warm and cotton shedding considerably."

Giddings, Lee County, July 26.—"Hot and very dry weather. Cotton is suffering. The plant is showing its form, and the young boll is dropping off. Farmers complain that their cotton is dying."

Groesbeck, Limestone County, July 27.—"The weather continues very warm. Cotton is fruiting rapidly, but needs rain. We have not heard of any boll worms in this section. Without disaster soon, the crop will surpass that of last season."

Heidenheimer, Bell County, July 25.—"Crops are beginning to need rain very much in this immediate section, though fine showers have been passing within sight of town."

Henderson, Ross County, July 27.—"Partial rains have fallen in this section. Cotton is fruiting rapidly, but needs rain. We have not heard of any boll worms in this section. Without disaster soon, the crop will surpass that of last season."

Hillsboro, Hill Co., July 24.—"Cotton looks fine."

Hungertown, Warton Co., July 26.—"The cotton crop is fine. The weather is warm and dry."

Jewett, Leon Co., July 27.—"Crops are fine."

Lampasas, Lampasas Co., July 25.—"It is still dry and very warm."

Ledbetter, Fayette Co., July 25.—"Prospects are good for a large yield of cotton in this section. No cotton-worms reported in this locality."

Morgan, Bosque Co., July 27.—"A good soaking rain fell yesterday evening. Farmers and merchants are generally smiling."

Navasota, Grimes Co., July 25.—"Several farmers report caterpillars ravaging their crops, and greatly on the increase."

Seguin, Guadalupe Co., July 28.—"Cotton is needing rain, and will not make more than half a crop."

Sherman, Grayson Co., July 28.—"Weather very dry and hot."

Sulphur Springs, Hopkins Co., July 28.—"There has been some rain in the country lately, which makes the farmers more cheerful. The season has been too dry for the crops."

Temple, Bell Co., July 24.—"A gentleman from near Onanville brought in yesterday three open bolls of well-developed cotton. He informs me that cotton will open earlier this year than for many years past. The bolls are small, but the staple seems to be good."

**North Texas.**—The Agricultural Department's correspondent for Northern Texas reports:

"Early-planted cotton well fruited, is now blooming near the top, but needing rain. This cotton will not fall within ten days; the plant will stop growing, and should this happen rain would be of little benefit, as the second growth would come too late for the plant to mature. The later-planted cotton is doing finely. The crop is from ten to fifteen days late, and there is 10 to 15 per cent less acreage. No boll-worm has yet appeared."

**JUTE BUTTS, BAGGING, &c.**—There has been a good demand since our last for small parcels, and goods are moving freely. Holders are firm in their ideas of prices, and full rates have to be paid. We hear of sales of 1,500 rolls of various grades, and at the close prices are 9½¢ for 1½ lbs., 10¢ for 1¾ lbs., 10½¢ for 2 lbs. and 11½¢ for standard grades. Butts are also selling fairly, and we hear of 2,000 bales paper grades at 1½¢ and 1,500 bales bagging quality at 2-1-16, and holders are now quoting 1½¢@2¢ for paper and 2-1-16@2½¢ for bagging. The stock now on hand here and in Boston is 82,800 bales, with 112,872 bales on the way, which gives a total visible supply of 195,672 bales. The sales for the past month, both on spot and to arrive, aggregate 20,000 bales at 1¼@2½¢, as to grade.

**COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.**—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1882, has been as follows.

Monthly Receipts.	Year Beginning September 1.					
	1882	1881	1880	1879	1878	1877
Sept./mb.	326,656	429,777	458,478	333,643	288,84	98,491
October	930,581	833,195	968,317	888,492	689,26	578,533
November	1,024,647	974,013	1,006,501	942,272	779,237	822,493
December	1,112,536	996,807	1,020,802	956,464	893,664	900,119
January	752,827	437,727	571,70	647,140	618,72	689,616
February	595,597	291,992	572,727	447,917	566,824	472,051
March	482,772	257,099	476,588	261,913	303,95	340,523
April	281,519	147,595	284,216	158,023	167,45	197,963
May	188,523	113,573	190,054	110,006	84,299	96,314
June	78,591	68,679	131,871	88,453	29,472	42,112
July	42,299	36,397	73,572	54,258	13,988	20,240
Total year	5,934,515	4,657,377	5,759,853	4,891,586	4,435,737	4,258,496
Percentage of tot. port receipts July 31..	98.68	98.05	97.79	99.71	97.99	

This statement shows that up to July 31 the receipts at the ports this year were 1,279,133 bales more than in 1881-82 and 176,632 bales more than at the same time in 1880-81. By adding to the above totals to July 31 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1882-83	1881-82	1880-81	1879-80	1878-79	1877-78
Tot. Ju. 30	5,891,216	4,620,457	5,631,281	4,837,325	4,421,749	4,238,216
July 1....	8.	2,403	3,401	1,901	313	943
" 2....	3,185	8.	2,701	2,902	271	970
" 3....	2,247	1,733	8.	1,521	1,548	1,176
" 4....	1,719	1,236	1,761	8.	629	761
" 5....	606	461	2,85	2,621	411	1,163
" 6....	2,949	1,395	4,003	1,330	8.	840
" 7....	1,626	2,353	3,881	1,761	1,115	8.
" 8....	8.	1,168	3,961	2,068	334	930
" 9....	1,030	8.	3,036	4,563	563	1,013
" 10....	2,601	586	8.	2,232	322	796
" 11....	816	1,006	2,731	8.	237	674
" 12....	1,678	863	3,224	1,874	399	1,034
" 13....	3,243	685	2,761	983	8.	316
" 14....	1,349	5,334	3,043	2,187	409	8.
" 15....	8.	201	3,401	783	206	831
" 16....	1,921	8.	3,469	2,632	255	563
" 17....	860	2,250	8.	1,406	158	793
" 18....	1,746	1,229	3,009	8.	1,382	613
" 19....	1,483	581	4,138	2,501	330	633
" 20....	1,849	985	2,467	1,531	8.	477
" 21....	1,023	3,901	3,717	1,490	512	8.
" 22....	8.	838	2,512	2,897	521	772
" 23....	1,389	8.	2,589	3,322	416	489
" 24....	1,393	892	8.	2,665	334	711
" 25....	1,365	1,620	2,625	8.	1,089	503
" 26....	897	498	2,076	2,351	289	1,129
" 27....	2,238	532	2,720	1,251	8.	417
" 28....	1,005	1,740	3,179	1,546	501	8.
" 29....	8.	1,652	2,962	1,092	630	502
" 30....	807	8.	2,295	1,948	486	633
" 31....	1,213	734	8.	684	178	480
Tot. Jy. 31	5,934,515	4,657,377	5,759,853	4,891,586	4,435,737	4,258,496
Aug. 1....	539	635	3,592	8.	419	139
" 2....	578	465	2,838	1,519	507	1,465
" 3....	2,927	533	2,477	2,391	8.	393
Total	5,940,554	4,659,012	5,768,760	4,895,499	4,436,663	4,260,435
P. centage of total						
Port receipts Aug. 3	98.70	98.21	97.87	99.78	98.04	

This statement shows that the receipts since Sept. 1 up to to-night are now 1,231,514 bales more than they were to the same day of the month in 1882 and 171,734 bales more than they were to the same day of the month in 1881. We add to the table the percentages of total port receipts which had been received to August 3 in each of the years named.

**SHIPPING NEWS.**—The exports of cotton from the United States the past week, as per latest mail returns, have reached 15,274 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Thursday night of this week:

	Total bales.
NEW YORK—To Liverpool, per steamers Celtic, 531....Gallia, 438....Italy, 1,360....Wise men, 1,790.....	4,139
To Havre, per steamer Normandie, 1,000.....	1,000
To Bremen, per steamer General Weider, 100.....	100
To Hamburg, per steamers Goeben, 1,000....Gellert, 650....	1,650
To Genoa, per steamer Archimede, 80.....	80
NEW ORLEANS—To Liverpool, per steamer Merchant, 119.....	119
To Havre, per ship North, 293.....	293
To Sale, per bark Nantux T. Bell, 1,600.....	1,600
BALTIMORE—To Liverpool, per steamer Caspian, 159.....	159
To Bremen, per steamer Ohio, 308.....	308
BOSTON—To Liverpool, per steamers Copalonia, 96....Italy, 49.....	965
PHILADELPHIA—To Liverpool, per steamers British Prince, 1,000....Lord Clive, 1,000.....	2,000
Total	15,274

The particulars of these shipments, arranged in our usual form, are as follows:

	Liverp.	Havre.	Bre.	Hamb.	Genoa.	Total.
New York	4,139	1,000	100	1,650	300	7,189
N. Orleans	119	293	1,600	1,600		4,633
Baltimore	159		308			467
Boston	965					965
Philadelphia	2,000					2,000
Total	7,382	3,931	403	1,650	300	15,274

Below we add the clearances this week of vessels carrying cotton from United States ports, bringing our data down to the latest mail dates:

**GALVESTON.**—For Liverpool—July 31—Ship Julius, 3,857.  
**NEW ORLEANS.**—For Liverpool—July 27—Steamer Inventor, 2,717....  
 July 28—Steamer Cithre, 3,187....Atlantic 1—Steamer Cadiz, 2,100.  
 For Havre—August 1—Steamer Bordeaux, 3,111.  
 For Antwerp—August 1—Steamer Bordeaux, 117.  
 For Malaga—July 30—Steamer Volad Sala, 1,900.  
**BOSTON.**—For Liverpool—July 27—Steamer Marathon, 714....July 28—Steamer Bn garian, 10.  
**BALTIMORE.**—For Liverpool—July 30—Steamer Mantmore, 1,142.  
**PHILADELPHIA.**—For Liverpool—July 27—Steamer Pennsylvania, 431....  
 July 31—Steamer British Princess, 747.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	7.64 @ 3.16	7.64 @ 3.16	7.64 @ 3.16	7.64 @ 3.16	7.64 @ 3.16	7.64 @ 3.16
Do sail...	9.64 @ 13.64	9.64 @ 13.64	9.64 @ 13.64	9.64 @ 13.64	9.64 @ 13.64	9.64 @ 13.64
Havre, steam...	11.32 @ 3.5	11.32 @ 3.5	11.32 @ 3.5	11.32 @ 3.5	11.32 @ 3.5	11.32 @ 3.5
Do sail...	3.8 @ 7.16	3.8 @ 7.16	3.8 @ 7.16	3.8 @ 7.16	3.8 @ 7.16	3.8 @ 7.16
Bremen, steam...	3.8	3.8	3.8	3.8	3.8	3.8
Do sail...	3.8	3.8	3.8	3.8	3.8	3.8
Hamburg, steam d.	3.8	3.8	3.8	3.8	3.8	3.8
Do sail...	3.8	3.8	3.8	3.8	3.8	3.8
Amst'd'm, steam c.	150	150	150	150	150	150
Do sail...	3.8	3.8	3.8	3.8	3.8	3.8
Baltic, steam...	7.32 @ 1.4	7.32 @ 1.4	7.32 @ 1.4	7.32 @ 1.4	7.32 @ 1.4	7.32 @ 1.4
Do sail...	11.16	11.16	11.16	11.16	11.16	11.16
Barcelona, steam c.	5.8	5.8	5.8	5.8	5.8	5.8
Genoa, steam...	5.8	5.8	5.8	5.8	5.8	5.8

\* Compressed.

† Per 100 lbs.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	July 13	July 20	July 27	Aug 3
Sales of the week.....bales.	47,000	39,000	51,000	62,000
Of which exporters took	3,900	2,400	2,700	3,100
Of which speculators took	1,800	300	340	1,820
Sales American.....	35,500	30,000	42,000	46,000
Actual export.....	4,400	3,100	6,100	3,600
Forwarded.....	19,000	8,000	4,700	7,300
Total stock—Estimated.....	995,000	991,000	953,000	927,000
Of which American—Estimated	742,000	734,000	697,000	675,000
Total import of the week.....	43,500	43,000	24,500	40,000
Of which American.....	35,000	28,500	10,500	26,500
Amount afloat.....	196,000	179,000	184,000	202,000
Of which American.....	50,000	38,000	40,300	34,000

The tone of the Liverpool market for spots and futures each day of the week ending Aug. 3, and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday	Tuesday	Wednesday	Thursday	Friday
Market, 12:30 P.M.	Harden's.	Firm.	Quiet.	Dull and easier.	Firm.	Good demand freely met.
Mid. Upl'ds	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
Mid. Orl's	5 3/4	5 3/4	5 1/8	5 1/8	5 1/8	5 1/8
Sales.....	10,000	12,000	8,000	3,000	12,000	12,000
Spec. & exp.	1,000	2,000	1,000	500	2,000	500
Futures.						
Market, 12:30 P.M.	Firm.	Quiet.	Very quiet.	Steady.	Quiet.	Steady.
4 P.M.	Quiet.	Easy.	Quiet but steady.	Steady.	Quiet.	Quiet.

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

† The prices are given in pence and 64ths, thus: 5 62 means 5 62-64 and 6 03 means 6 3-64.

	Sat., July 28.				Mon., July 30.				Tues., July 31.			
	Open	High	Low	Clos.	Open	High	Low	Clos.	Open	High	Low	Clos.
July.....	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
July-Aug.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Aug.-Sept.	5.92	5.94	5.92	5.93	5.92	5.94	5.92	5.92	5.93	5.90	5.87	5.87
Sept.-Oct.	5.93	5.96	5.93	5.96	5.96	5.97	5.95	5.95	5.93	5.93	5.90	5.90
Oct.-Nov.	5.93	5.96	5.93	5.95	5.99	5.94	5.94	5.94	5.92	5.92	5.90	5.90
Nov.-Dec.	5.94	5.97	5.94	5.94	5.93	5.95	5.94	5.94	5.92	5.92	5.90	5.90
Dec.-Jan.	5.95	5.95	5.93	5.95	5.96	5.96	5.95	5.95	5.91	5.91	5.90	5.90
Jan.-Feb.	5.97	5.97	5.97	5.97	.....	.....	.....	.....	5.94	5.94	5.93	5.93
Feb.-March	.....	.....	.....	.....	.....	.....	.....	.....	5.96	5.96	5.96	5.96
Mar.-April	5.49	5.49	5.49	5.49	5.49	5.49	5.49	5.49	.....	.....	.....	.....
April-May.	.....	.....	.....	.....	5.45	5.45	5.44	5.44	.....	.....	.....	.....

	Wednes., Aug. 1.				Thurs., Aug. 2.				Fri., Aug. 3.			
	Open	High	Low	Clos.	Open	High	Low	Clos.	Open	High	Low	Clos.
July.....	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
July-Aug.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Aug.-Sept.	5.92	5.93	5.92	5.92	5.93	5.93	5.93	5.93	5.94	5.93	5.93	5.93
Sept.-Oct.	5.91	5.91	5.91	5.91	5.91	5.91	5.91	5.91	5.91	5.91	5.91	5.91
Oct.-Nov.	5.92	5.93	5.91	5.91	5.91	5.91	5.91	5.91	5.91	5.91	5.91	5.91
Nov.-Dec.	5.91	5.94	5.91	5.91	5.91	5.91	5.91	5.91	5.91	5.91	5.91	5.91
Dec.-Jan.	5.93	5.94	5.93	5.94	5.93	5.94	5.93	5.93	5.93	5.93	5.93	5.93
Jan.-Feb.	5.94	5.95	5.94	5.95	5.94	5.95	5.94	5.94	5.94	5.94	5.94	5.94
Feb.-March	5.96	5.96	5.96	5.96	5.96	5.96	5.96	5.96	5.96	5.96	5.96	5.96
Mar.-April	.....	.....	.....	.....	5.47	5.47	5.47	5.47	.....	.....	.....	.....
April-May.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

## BREADSTUFFS.

FRIDAY, P. M. Aug. 3, 1883.

Flour, though firmer early in the week, has been dull and rather depressed as a rule of late, freshly-ground flour being the only kind held with much firmness, though winter wheat grades, which do not keep so well. The production of the

Northwestern mills is decreasing, but the slowness of trade here tends to offset any advantage which this fact might otherwise give holders. To-day the market was dull and weak for most grades, though winter wheat brands and newly-milled extras were firm.

Wheat, at a decline of 1 to 2 cents, has been less active for export, and only a moderate speculation has taken place. The crop advices from Europe have been more favorable, and the export demand has fallen off partly on this account. From the Western and Northwestern sections of the wheat belt in this country the reports, though at times somewhat conflicting, have latterly been favorable, and it is averred that the exportable surplus will be equal to that of last year. Spring wheat has been in demand, but the sales have been rather small, owing to the moderate supply available. White has sold very sparingly, especially No. 1. Of No. 2 red the sales have decreased, partly owing to the scarcity of strictly prime grade; it is still charged that the standard has been lowered very materially. The visible supply of wheat in the country is steadily augmenting; at Chicago it is large, because prices are so high that shipments eastward are in a great measure checked. The telegraphic communication with the West is more regular, but there is less life in the speculation than there was a few weeks ago. To-day the market here, in response to higher prices in Chicago, advanced  $\frac{1}{4}$  to 1c, with a fair degree of activity. No. 2 red sold at \$1 14 for August, \$1 15  $\frac{1}{2}$  for September, \$1 17  $\frac{1}{2}$  for October, \$1 20  $\frac{1}{2}$  for November and \$1 21  $\frac{1}{2}$  for December. No. 2 red on the spot recovered the decline to-day, with sales at \$1 17  $\frac{1}{2}$  @ \$1 18 in elevator.

Indian corn has been less active, both for export and on speculation, and prices have fallen 2 to 3 cents. The decline has been in sympathy with a depressed market in Chicago, where the receipts have been increasing. The advices in regard to the growing crop have moreover been favorable. To-day, however, the speculation in Chicago caused an advance there, largely through the covering of the shorts, and the market here advanced  $\frac{1}{4}$  to  $\frac{1}{2}$ ¢; No. 2 mixed sold at 60  $\frac{1}{2}$ ¢ for August, 60  $\frac{1}{2}$  @ 60  $\frac{1}{2}$ ¢ for September, 61c for October and 60  $\frac{1}{2}$  @ 61c for November. Southern white corn sold at 66c for common on the wharf and 73  $\frac{1}{2}$ ¢ for choice; yellow Southern sold at 66c on the wharf.

Rye has sold more freely, both on the spot and for future delivery, at steady prices; the trade has been mainly in Western. Malt has been more active at about steady prices. Oats have been quiet for options at some decline, while lots on the spot have at times sold fairly. The crop promises to be large. To-day, in sympathy with other cereals, the market advanced 1c; No. 2 mixed sold at 33  $\frac{1}{4}$  @ 37c for August, 35  $\frac{1}{4}$  @ 36  $\frac{1}{2}$ ¢ for September and 36  $\frac{1}{2}$  @ 37c for October. White oats are the most steadily held here, being in light supply.

The following are closing quotations:

		FLOUR.			
No. 2 spring.....	7 bbl. \$2 50 @ 3 00	Patents, winter.....	\$5 50 @ 7 25		
No. 2 winter.....	2 75 @ 3 00	City shipping extras.....	5 30 @ 6 00		
Superfine.....	3 00 @ 3 90	Southern bakers and			
Spring wheat extras.....	4 00 @ 4 50	family brands.....	5 50 @ 6 75		
do bakers.....	4 75 @ 6 25	Southern ship'g extras.....	4 25 @ 6 00		
Wls. & Minn. rye mix.	4 75 @ 5 25	Eye flour, superfine.....	3 50 @ 4 25		
Minn. clear and strat'	4 00 @ 6 40	Corn meal.....			
Winter ship'g extras.....	3 90 @ 4 25	Western, &c.....	3 00 @ 3 40		
Patents, spring.....	5 75 @ 7 35	Brandywine, &c.....	3 35 @ 3 50		
		GRAIN.			
Wheat.....		Corn.....			
Spring, per bush.....	95 @ 1 05	Yellow Southern.....	66 @ 68		
Spring No. 2.....	1 10 @ 1 11	White No. 2.....	70 @ 71		
Red winter, No. 2.....	1 17 $\frac{1}{2}$ @ 1 18	Rye—Western.....	66 @ 68 $\frac{1}{4}$		
Red winter.....	1 05 @ 1 15	State & Canada.....	70 @ 72		
White.....	1 04 @ 1 20	Oats—Mixed.....	37 @ 41		
White No. 1.....	@ 1 20	White.....	39 @ 52		
Corn—West, mixed.....	50 @ 61	No. 2 mixed.....	38 @ 38 $\frac{1}{4}$		
West, mix. No. 2.....	60 $\frac{1}{2}$ @ 81	No. 2 white.....	41 @ 41 $\frac{1}{2}$		
White Southern.....	66 @ 73 $\frac{1}{2}$	Barley nominal.....			

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western Lake and River ports, arranged so as to present the comparative movement for the week ending July 23 and since Aug. 1 for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	lbs. 100 lbs.	Bush. 60 lbs.	Bush. 50 lbs.	Bush. 32 lbs.	Bush. 48 lbs.	Bush. 56 lbs.
Chicago.....	53,569	127,760	1,406,089	705,840	11,471	40,575
Milwaukee.....	61,919	80,230	61,060	68,290	9,220	9,670
Toledo.....	17,6	133,792	107,388	1,600	.....	1,413
Detroit.....	1,765	16,157	994	31,194	.....	.....
Cleveland.....	2,512	27,631	14,500	18,000	.....	.....
St. Louis.....	21,311	540,940	121,655	237,120	.....	1,441
Poria.....	650	4,500	131,400	137,375	3,630	6,000
Duquoin.....	11,500	8,000	.....	.....	.....	.....
Tot. wk. '82	137,012	938,932	1,963,716	1,199,219	24,291	59,099
Same wk. '81	133,292	3,984,077	1,800,776	1,084,492	15,388	31,026
Same wk. '80	157,730	1,711,001	3,729,171	1,174,479	17,300	99,532
Since Aug. 1—						
1882.....	9,332,079	75,000,550	50,340,251	53,069,124	15,973,677	5,050,907
1881.....	7,754,333	53,340,215	108,223,131	37,805,370	12,140,507	3,878,034
1880.....	8,792,931	82,930,266	130,990,022	47,583,119	11,859,110	3,451,193

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to July 28, 1883, inclusive, for four years, show as follows:



	1882-83.	1881-82.	1880-81.	1879-80.
Flour.....bbls.	5,020,593	4,062,966	5,104,003	3,208,736
Wheat.....bush.	17,160,064	19,099,861	29,608,148	34,301,550
Corn.....	59,431,427	43,041,932	61,498,568	77,143,872
Oats.....	25,397,226	16,930,779	20,704,327	14,193,808
Barley.....	4,589,961	2,116,085	2,041,146	1,658,139
Rye.....	2,412,351	1,475,731	1,104,042	1,149,113

Total grain.....109,000,259 32,664,389 114,956,531 128,446,532

Below are the rail shipments from Western lake and river ports for four years:

	1883. Week July 28.	1882. Week July 29.	1881. Week July 30.	1880. Week July 31.
Flour.....bbls.	43,387	71,844	151,331	99,404
Wheat.....bush.	222,843	994,721	285,709	700,257
Corn.....	325,540	339,320	1,245,445	630,318
Oats.....	601,340	383,359	563,765	404,616
Barley.....	9,039	8,870	4,647	11,078
Rye.....	22,415	59,758	20,031	27,622

Total.....1,184,177 1,786,628 2,121,597 1,773,891

The exports from the several seaboard ports for week ending July 28, 1883, are shown in the annexed statement:

Exports from—	Flour.	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York	46,915	382,160	479,210	3,015	135,133	2,098
Boston...	33,044		68,336			
Portland						
Montreal	12,636	174,425	91,690			47,174
Philadel.	11,109	77,000	49,639	750		
Baltimore	5,554	249,418	194,700			
Orleans	250	5,000	130,047			
Total w.k.	109,518	894,003	1,016,622	3,765	135,133	49,272
Same time 1882..	96,247	2,886,265	60,678	6,503	16,934	36,566

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	Flour.	Wheat.	Corn.
	1883. Week. July 28.	1882. Week. July 29.	1883. Week. July 28.
Un.King.	64,589	54,441	562,926
Contin't	1,708	8,061	1,926,134
S. & C. Am.	11,044	5,796	959,231
W. Indies	12,561	11,515	32,575
Brit. Col's	19,351	15,779	8,738
Oth. cnt's	265	655	1,645
Total...	109,518	96,247	894,003
Same time 1882..	96,247	2,886,265	60,678

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season.

Exports since Sept. 1, to—	Flour.	Wheat.	Corn.
	1882-83. Sept. 1 to July 28.	1881-82. Sept. 1 to July 29.	1882-83. Sept. 1 to July 28.
Un. Kingdom	5,578,094	2,880,655	35,889,801
Continent...	414,957	216,649	31,850,922
S. & C. Am.	900,119	693,691	13,850,497
West Indies	808,020	640,459	8,217
Brit. Col'nies	592,351	525,066	43,780
Oth. coun'ts	40,256	90,831	388,531
Total...	8,043,897	4,944,281	72,064
Same time 1882..	8,043,897	4,944,281	72,064

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, July 23, 1883, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	3,753,144	1,445,742	1,099,583	548	298,677
Do. afloat (est.)	430,000	517,000			33,000
Albany		14,000	31,100	500	18,121
Buffalo	563,146	211,841	24,863	11,800	13,442
Chicago	5,669,954	1,777,113	637,800	19,744	380,854
Milwaukee	1,688,859	61,807	24,337	198,669	40,313
Duluth	277,613	40,899			
Toledo	737,726	284,429	24,309		10,566
Detroit	473,163	1,902	13,234		
Oswego	90,600	240,000	1,000	15,000	52,000
St. Louis	548,635	841,002	59,647	10,660	62,070
Cincinnati	67,000	114,000	7,000	6,500	60,000
Boston	164,186	137,795	128,772	2,144	568
Toronto	216,847	108,616	10,169	30,728	341
Montreal	117,434	136,186	135,302	35,639	92,372
Philadelphia	5,248	53,484	80,686	1,963	79,185
Pecan	207,000	50,300	14,760		15,100
Kansas City	155,418	124,572	18,683	210	13,080
Baltimore	1,016,068	202,747			
Down Mississippi	252,874	563,430	813,123	11,726	30,774
On rail	612,297	2,469,051	142,874		99,750
On lake	599,800	902,000	213,673		188,592
On canal					
Tot. July 28, '83.	17,704,511	10,541,723	3,584,462	345,831	1,505,005
Tot. July 21, '83.	17,748,509	11,481,560	3,702,838	354,032	1,735,143
Tot. July 29, '82.	13,379,341	6,740,023	1,267,087	72,364	667,493
Tot. July 30, '81.	16,772,568	15,928,014	1,733,806	124,818	188,836
Tot. July 31, '80.	14,272,015	16,737,593	1,516,377	176,204	271,912

## THE DRY GOODS TRADE.

FRIDAY, P. M., AUG. 3, 1883.

In volume the business of the past week has not quite realized expectations, yet a fair distribution of goods adapted to the coming season was made by commission and importing houses, and encouraging symptoms were developed in the jobbing

branches of the trade. The hand-to-mouth policy lately pursued by wholesale and retail buyers has been attended with such favorable results that its continuance is almost a matter of course; and if a few of the more speculatively inclined have latterly shown rather more disposition to anticipate future wants, the recent failures in other branches of trade, and the consequent difficulty of marketing their own notes on reasonable terms, has effectually checked all tendency toward speculation. Retailers from remote sections of the country are beginning to arrive in considerable force, but the jobbing trade has not yet become active, although a very fair business has been done by a few of the larger firms who cater especially for the wants of small out-of-town jobbers and large retailers.

DOMESTIC COTTON GOODS.—The exports of domestics for the week were 2,054 packages, including 780 to Great Britain, 736 to Peru, 286 to Brazil, 114 to Central America, &c. The export demand was more active, and some good-sized round lots were sold at a slight advance upon the prices obtainable before the recent trade sale of cotton goods. Buyers for home markets continued to operate lightly, and in accordance with actual wants. Leading makes of brown and bleached goods were in fair request and steady in price, but outside brands were relatively weak, and slight concessions were occasionally made in order to influence business. Cotton flannels continued to move freely at unchanged prices. Colored cottons ruled quiet, and certain makes of tickings, &c., were reduced, in conformity with the lower scale of values made at the recent trade sale. Print cloths were quiet and easier on the basis of 3½¢, less ½¢ per cent for 64x64 "spots," 3½¢ flat for 64x64 "figures," and 31-16¢ for 56x60s. Prints were less active than anticipated, but prices remained steady. Gingham were in irregular demand, and some large lines were closed out by leading jobbers at very low figures.

DOMESTIC WOOLEN GOODS.—There was a slight improvement in the demand for men's-wear woollens by jobbers and the clothing trade, but business in this connection was by no means active, and prices continued in buyers' favor. Some fair orders for spring worsted coatings were booked for future delivery at about 5 per cent below last year's prices. Satinets were a trifle more active than of late, and there were moderate dealings in Kentucky jeans and doeskins. Cloakings, Jersey cloths and repellents were severally in fair demand, and a good business was done in flannels and sackings; but blankets were more or less quiet. Worsteds and all-wool dress goods met with fair sales, and hosiery and fancy-knit woollens were moderately active, but shirts and drawers continued sluggish.

FOREIGN DRY GOODS.—Aside from a few specialties, as British dress goods, velvets and velvet ribbons, etc., in which there was a very fair movement, imported goods were rather quiet. Silks and Continental dress fabrics were slow of sale, and linens and white goods remained dull. Laces and embroideries were lightly dealt in, and men's-wear woollens were in limited request.

### Imports of Dry Goods.

The importations of dry goods at this port for the week ending Aug. 2, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883 AND 1882.			
	Week Ending Aug. 2, 1883.	Since Jan. 1, 1882.	Week Ending Aug. 2, 1883.
	Value.	Value.	Value.
Manufactures of—			
Wool	1,504	695,597	30,517
Cotton	1,332	442,860	48,138
Silk	1,170	810,500	32,918
Flax	1,631	271,386	61,432
Miscellaneous	1,512	156,667	60,400
Total	7,109	2,276,420	229,920
WITHELD FROM WAREHOUSE AND THROWN INTO THE MARKET.			
Wool	566	297,792	9,830
Cotton	297	75,114	8,053
Silk	372	216,554	4,963
Flax	360	70,655	14,177
Miscellaneous	136	49,296	76,517
Total	1,731	698,411	113,592
Entered for consumption.	7,109	2,276,420	229,920
Witeld from warehouse.	1,731	698,411	113,592
Total at market.	8,839	2,974,831	343,512
ENTERED FOR WAREHOUSE DURING SAME PERIOD.			
Manufactures of—			
Wool	409	153,386	12,086
Cotton	227	75,204	9,522
Silk	139	107,247	5,427
Flax	136	38,029	13,298
Miscellaneous	1,059	48,532	65,480
Total	2,030	424,398	105,793
Entered for consumption.	7,109	2,276,420	229,920
Witeld from warehouse.	2,030	424,398	105,793
Total at market.	9,239	2,700,818	335,673
ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1882 AND 1882.			
	Week Ending Aug. 2, 1882.	Since Jan. 1, 1882.	Week Ending Aug. 2, 1882.
	Value.	Value.	Value.
Manufactures of—			
Wool	1,504	695,597	30,517
Cotton	1,332	442,860	48,138
Silk	1,170	810,500	32,918
Flax	1,631	271,386	61,432
Miscellaneous	1,512	156,667	60,400
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Witeld from warehouse.	2,030	424,398	105,793
Total at market.	9,239	2,700,818	335,673

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	7 <sup>64</sup> @ <sup>3</sup> / <sub>16</sub>	7 <sup>64</sup> @ <sup>3</sup> / <sub>16</sub>	7 <sup>64</sup> @ <sup>3</sup> / <sub>16</sub>	7 <sup>64</sup> @ <sup>3</sup> / <sub>16</sub>	7 <sup>64</sup> @ <sup>3</sup> / <sub>16</sub>	7 <sup>64</sup> @ <sup>3</sup> / <sub>16</sub>
Do sail...d.	9 <sup>64</sup> @ <sup>13</sup> / <sub>16</sub>	9 <sup>64</sup> @ <sup>13</sup> / <sub>16</sub>	9 <sup>64</sup> @ <sup>13</sup> / <sub>16</sub>	9 <sup>64</sup> @ <sup>13</sup> / <sub>16</sub>	9 <sup>64</sup> @ <sup>13</sup> / <sub>16</sub>	9 <sup>64</sup> @ <sup>13</sup> / <sub>16</sub>
Havre, steam...d.	11 <sup>32</sup> @ <sup>3</sup> / <sub>8</sub>	11 <sup>32</sup> @ <sup>3</sup> / <sub>8</sub>	11 <sup>32</sup> @ <sup>3</sup> / <sub>8</sub>	11 <sup>32</sup> @ <sup>3</sup> / <sub>8</sub>	11 <sup>32</sup> @ <sup>3</sup> / <sub>8</sub>	11 <sup>32</sup> @ <sup>3</sup> / <sub>8</sub>
Do sail...c.	...	...	...	...	...	...
Bremen, steam...c.	3 <sup>8</sup> @ <sup>7</sup> / <sub>16</sub>	3 <sup>8</sup> @ <sup>7</sup> / <sub>16</sub>	3 <sup>8</sup> @ <sup>7</sup> / <sub>16</sub>	3 <sup>8</sup> @ <sup>7</sup> / <sub>16</sub>	3 <sup>8</sup> @ <sup>7</sup> / <sub>16</sub>	3 <sup>8</sup> @ <sup>7</sup> / <sub>16</sub>
Do sail...c.	...	...	...	...	...	...
Hamburg, steam...d.	3 <sup>8</sup>	3 <sup>8</sup>	3 <sup>8</sup>	3 <sup>8</sup>	3 <sup>8</sup>	3 <sup>8</sup>
Do sail...d.	...	...	...	...	...	...
Amst'd'm, steam...c.	150	150	150	150	150	150
Do sail...d.	...	...	...	...	...	...
Baltic, steam...d.	7 <sup>32</sup> @ <sup>1</sup> / <sub>4</sub>	7 <sup>32</sup> @ <sup>1</sup> / <sub>4</sub>	7 <sup>32</sup> @ <sup>1</sup> / <sub>4</sub>	7 <sup>32</sup> @ <sup>1</sup> / <sub>4</sub>	7 <sup>32</sup> @ <sup>1</sup> / <sub>4</sub>	7 <sup>32</sup> @ <sup>1</sup> / <sub>4</sub>
Do sail...c.	...	...	...	...	...	...
Barcelona, steam...c.	11 <sup>16</sup>	11 <sup>16</sup>	11 <sup>16</sup>	11 <sup>16</sup>	11 <sup>16</sup>	11 <sup>16</sup>
Genoa, steam...d.	5 <sup>8</sup>	5 <sup>8</sup>	5 <sup>8</sup>	5 <sup>8</sup>	5 <sup>8</sup>	5 <sup>8</sup>

\* Compressed.

† Per 100 lbs.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	July 13	July 20	July 27	Aug 3
Sales of the week.....bales.	47,000	39,000	51,000	62,000
Of which exporters took...	3,900	2,400	2,700	3,100
Of which speculators took..	1,800	300	310	1,820
Sales American.....	35,500	30,000	42,000	46,000
Actual export.....	3,800	3,100	6,100	3,600
Forwarded.....	10,000	8,000	4,700	7,300
Total stock—Estimated.....	995,000	991,000	955,000	927,000
Of which American—Estim'd	742,000	734,000	697,000	673,000
Total import of the week.....	43,500	43,000	24,500	40,000
Of which American.....	35,000	28,500	10,500	26,500
Amount afloat.....	136,000	179,000	184,000	202,000
Of which American.....	50,000	38,000	40,000	34,000

The tone of the Liverpool market for spots and futures each day of the week ending Aug. 3, and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday	Tuesday	Wednesday	Thursday	Friday
Market, 12:30 P.M.	Harden'g.	Firm.	Quiet.	Dull and easier.	Firm.	Good demand freely met.
Mid Up'ds	5 <sup>1</sup> / <sub>2</sub>	5 <sup>1</sup> / <sub>2</sub>	5 <sup>1</sup> / <sub>2</sub>	5 <sup>1</sup> / <sub>2</sub>	5 <sup>1</sup> / <sub>2</sub>	5 <sup>1</sup> / <sub>2</sub>
Mid. Or'ns	5 <sup>3</sup> / <sub>8</sub>	5 <sup>3</sup> / <sub>8</sub>	5 <sup>1</sup> / <sub>16</sub>	5 <sup>1</sup> / <sub>16</sub>	5 <sup>1</sup> / <sub>16</sub>	5 <sup>3</sup> / <sub>8</sub>
Sales.....	10,000	12,000	8,000	3,000	12,000	12,000
Spec. & exp.	1,000	2,000	1,000	500	2,000	500
Futures, 12:30 P.M.	Firm.	Quiet.	Very quiet.	Steady.	Quiet.	Steady.
Market, 4 P.M.	Quiet.	Easy.	Quiet but steady.	Steady.	Quiet.	Quiet.

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Upiards, Low Middling clause, unless otherwise stated.

The prices are given in pence and 64ths, thus: 5 62 means 5 62-64 and 6 03 means 6 3-64.

	Sat., July 28.				Mon., July 30.				Tues., July 31.			
	Open	High	Low	Clos.	Open	High	Low	Clos.	Open	High	Low	Clos.
July.....	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
July-Aug.	...	...	...	...	...	...	...	...	...	...	...	...
Aug.-Sept.	5 32	5 34	5 32	5 33	5 32	5 34	5 32	5 32	5 30	5 30	5 27	5 27
Sept.-Oct.	5 33	5 36	5 33	5 36	5 36	5 37	5 35	5 35	5 33	5 33	5 30	5 30
Oct.-Nov.	5 33	5 36	5 33	5 35	5 36	5 37	5 34	5 34	5 32	5 32	5 30	5 30
Nov.-Dec.	5 34	5 37	5 34	5 34	5 37	5 38	5 34	5 34	5 32	5 32	5 29	5 29
Dec.-Jan.	5 35	5 38	5 35	5 35	5 36	5 38	5 35	5 35	5 31	5 31	5 30	5 30
Jan.-Feb.	5 37	5 37	5 37	5 37	...	...	...	...	5 34	5 34	5 33	5 33
Feb.-March	...	...	...	...	...	...	...	...	5 36	5 36	5 36	5 36
Mar.-Apr.	5 43	5 42	5 42	5 42	5 43	5 43	5 43	5 43	...	...	...	...
April-May.	...	...	...	...	5 45	5 45	5 44	5 44	...	...	...	...

## BREADSTUFFS.

FRIDAY, P. M. Aug. 3, 1883.

Flour, though firmer early in the week, has been dull and rather depressed as a rule of late, freshly-ground flour being the only kind held with much firmness, though winter wheat brands have been much more easily sustained than spring wheat grades, which do not keep so well. The production of the

Northwestern mills is decreasing, but the slowness of trade here tends to offset any advantage which this fact might otherwise give holders. To-day the market was dull and weak for most grades, though winter wheat brands and newly-milled extras were firm.

Wheat, at a decline of 1 to 2 cents, has been less active for export, and only a moderate speculation has taken place. The crop advices from Europe have been more favorable, and the export demand has fallen off partly on this account. From the Western and Northwestern sections of the wheat belt in this country the reports, though at times somewhat conflicting, have latterly been favorable, and it is averred that the exportable surplus will be equal to that of last year. Spring wheat has been in demand, but the sales have been rather small, owing to the moderate supply available. White has sold very sparingly, especially No. 1. Of No. 2 red the sales have decreased, partly owing to the scarcity of strictly prime grade; it is still charged that the standard has been lowered very materially. The visible supply of wheat in the country is steadily augmenting; at Chicago it is large, because prices are so high that shipments eastward are in a great measure checked. The telegraphic communication with the West is more regular, but there is less life in the speculation than there was a few weeks ago. To-day the market here, in response to higher prices in Chicago, advanced  $\frac{1}{4}$  to 1c, with a fair degree of activity. No. 2 red sold at \$1 14 for August, \$1 15 $\frac{1}{2}$  at \$1 16 $\frac{1}{2}$  for September, \$1 17 $\frac{1}{2}$  at \$1 18 $\frac{1}{2}$  for October, \$1 20 at \$1 20 $\frac{1}{2}$  for November and \$1 21 $\frac{1}{2}$  at \$1 22 $\frac{1}{2}$  for December. No. 2 red on the spot recovered the decline to-day, with sales at \$1 17 $\frac{1}{2}$  at \$1 18 in elevator.

Indian corn has been less active, both for export and on speculation, and prices have fallen 2 to 3 cents. The decline has been in sympathy with a depressed market in Chicago, where the receipts have been increasing. The advices in regard to the growing crop have moreover been favorable. To-day, however, the speculation in Chicago caused an advance there, largely through the covering of the shorts, and the market here advanced  $\frac{1}{4}$  to 1c; No. 2 mixed sold at 60 $\frac{1}{2}$ c. for August, 60 $\frac{1}{2}$  at 60 $\frac{1}{2}$ c. for September, 61c. for October and 60 $\frac{1}{2}$ c. for November. Southern white corn sold at 66c. for common on the wharf and 73 $\frac{1}{2}$ c. for choice; yellow Southern sold at 66c. on the wharf.

Rye has sold more freely, both on the spot and for future delivery, at steady prices; the trade has been mainly in Western. Malt has been more active at about steady prices. Oats have been quiet for options at some decline, while lots on the spot have at times sold fairly. The crop promises to be large. To-day, in sympathy with other cereals, the market advanced 1c; No. 2 mixed sold at 33 $\frac{1}{4}$  at 33 $\frac{1}{4}$ c. for August, 35 $\frac{1}{4}$  at 35 $\frac{1}{4}$ c. for September and 36 $\frac{1}{4}$  at 36 $\frac{1}{4}$ c. for October. White oats are the most steadily held here, being in light supply.

The following are closing quotations:

FLOUR.				GRAIN.			
No. 2 spring...	2 50	3 00	Patents, winter....	5 50	7 25		
No. 2 winter.....	2 75	3 60	City shipping extras.	5 30	6 00		
Superfine.....	3 00	3 90	Southern bakers and				
Spring wheat extras.	4 00	4 50	family brands.....	5 50	6 75		
do bakers'.....	4 75	5 25	Southern ship'g extras.	4 25	6 00		
W's. & M'n's, rye mix.	4 75	5 25	Rye flour, superfine..	3 50	4 25		
Min. clear and str'at	4 00	6 40	Corn meal.....				
Winter ship'g extras.	3 90	4 25	Western, &c.....	3 00	3 40		
Patents, spring.....	5 75	7 35	Brandywine, &c.....	3 35	3 50		
Wheat—			Corn—				
Spring, per bush.	93	2 105	Yellow Southern.	66	2 63		
Spring No. 2.....	1 10	2 111	White No. 2.....	70	2 71		
Red winter, No. 2	1 17	2 118	Rye—Western.....	66	2 63		
Red winter.....	1 05	2 115	State & Canada....	70	2 72		
White No. 1.....	1 04	2 120	Oats—Mixed.....	37	41		
White No. 2.....	50	2 61	White.....	39	42		
Corn—West. mixed	50	2 61	No. 2 mixed.....	38	38		
West. mix. No. 2.	60	2 61	No. 2 white.....	41	41		
White Southern..	66	2 73	Barley nominal.				

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western Lake and River ports, arranged so as to present the comparative movement for the week ending July 23 and since Aug. 1 for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	ibs. 100 lbs.	Bush. 60 lbs.	Bush. 50 lbs.	Bush. 32 lbs.	Bush. 48 lbs.	Bush. 56 lbs.
Chicago.....	33,769	137,769	1,406,689	705,640	11,471	40,575
Millwaukee...	61,913	80,230	61,060	68,290	9,220	9,670
Toledo.....	17,650	133,792	107,338	1,600	...	1,413
Detroit.....	1,765	16,157	994	31,194	...	...
Cleveland....	2,512	27,631	14,500	18,000	...	...
St. Louis.....	21,631	510,916	151,685	237,120	...	1,441
Peoria.....	150	4,500	131,400	137,375	3,620	6,000
Danish.....	11,500	8,000	...	...	...	...
Tot. wk. '82	137,012	938,632	1,963,719	1,199,219	21,291	50,009
Same wk. '83	133,292	3,980,677	1,800,770	1,084,492	15,388	31,026
Same wk. '81	157,730	1,711,091	3,729,171	1,174,479	17,390	99,532
Since Aug. 1—						
1882.....	9,832,079	75,099,550	60,349,251	53,969,121	15,573,677	5,050,907
1881.....	7,751,343	53,310,235	108,223,131	37,803,370	12,140,507	3,878,034
1880.....	8,792,281	82,820,266	130,920,022	47,583,119	11,856,110	3,451,193

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to July 23, 1883, inclusive, for four years, show as follows:



	1882-83.	1881-82.	1880-81.	1879-80.
Flour.....bbls.	5,020,593	4,062,966	5,104,003	3,208,736
Wheat.....bush.	17,160,064	19,099,861	29,603,148	31,301,550
Corn.....bush.	59,431,427	43,403,932	61,403,569	77,143,872
Oats.....bush.	25,397,226	16,930,779	20,704,327	14,193,803
Barley.....bush.	4,598,961	2,116,086	2,041,146	1,658,189
Rye.....bush.	2,412,531	1,475,731	1,104,042	1,149,113

Total grain ..... 109,000,239 82,664,389 114,956,531 129,446,532

Below are the rail shipments from Western lake and river ports for four years:

	1883.	1882.	1881.	1880.
	Week	Week	Week	Week
	July 28.	July 29.	July 30.	July 31.
Flour.....bbls.	43,387	71,844	151,331	99,404
Wheat.....bush.	222,843	994,731	285,709	700,257
Corn.....bush.	328,540	339,320	1,245,445	630,318
Oats.....bush.	601,340	383,359	565,765	404,616
Barley.....bush.	9,039	8,870	4,647	11,078
Rye.....bush.	22,415	59,758	20,031	27,622

Total..... 1,184,177 1,786,628 2,121,597 1,773,891  
The exports from the several seaboard ports for week ending July 28, 1883, are shown in the annexed statement:

Exports from—	Flour.	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York	46,915	383,160	479,210	3,015	135,133	2,098
Boston	33,044	.....	68,336	.....	.....	.....
Portland	.....	.....	.....	.....	.....	.....
Montreal	12,636	174,425	91,690	.....	.....	47,174
Philadelphia	11,109	77,000	49,633	750	.....	.....
Baltimore	5,564	24,418	194,700	.....	.....	.....
F.O.R.'s	250	5,000	130,047	.....	.....	.....
Total W.L.	109,518	894,003	1,016,622	3,765	135,133	49,272
8 time time 1882.	96,247	2,886,265	60,678	6,505	16,934	36,569

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	Flour.	Wheat.	Corn.	Oats.	Rye.	Peas.
	1883.	1882.	1883.	1882.	1883.	1882.
	Week.	Week.	Week.	Week.	Week.	Week.
	July 28.	July 29.	July 28.	July 29.	July 28.	July 29.
Un.King.	64,589	54,441	562,926	1,926,134	804,895	9,355
Cont'n't	1,708	8,061	3,0827	959,231	163,689	.....
S. & C. Am.	11,044	5,796	.....	.....	32,575	26,498
W. Indies	12,561	11,515	.....	.....	8,734	20,215
Brit. Col'nies	19,351	15,779	250	.....	1,685	3,250
Oth. c'n't's	265	635	.....	900	40	1,350
Total	109,518	96,247	894,003	2,886,265	1,016,622	60,678

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season.

Exports since Sept. 1, to—	Flour.	Wheat.	Corn.	Oats.	Rye.	Peas.
	1882-83.	1881-82.	1882-83.	1881-82.	1882-83.	1881-82.
	Sept. 1 to July 28.	Sept. 1 to July 29.	Sept. 1 to July 28.	Sept. 1 to July 29.	Sept. 1 to July 28.	Sept. 1 to July 29.
Un. Kingdom	5,578,694	2,860,655	35,888,801	31,805,692	33,742,139	19,739,923
Continent	414,957	216,649	27,117,488	18,850,497	7,708,750	4,380,987
S. & C. Am.	699,116	683,691	129,590	8,217	511,127	464,914
West Indies	808,639	646,450	72,004	43,780	388,551	723,253
Brit. Col'nies	562,251	525,990	16,393	00	95,414	137,718
Oth. c'n't's	40,256	80,831	227,400	240,628	143,947	83,284
Total	8,043,897	4,944,281	63,441,280	45,957,714	42,019,928	25,526,050

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, July 23, 1883, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	3,753,144	1,445,742	1,099,583	548	298,677
Do. afloat (est.)	430,000	517,000	.....	.....	33,000
Albany	.....	14,000	31,100	500	18,121
Buffalo	563,146	211,841	24,863	11,800	31,442
Chicago	5,669,954	1,777,113	637,000	19,744	380,854
Milwaukee	1,688,839	641,807	24,357	195,669	40,313
Duluth	277,612	40,899	.....	.....	.....
Toledo	737,726	284,429	24,309	.....	10,566
Detroit	473,163	1,902	13,304	.....	.....
Oswego	90,000	240,000	1,000	15,000	52,000
St. Louis	548,635	841,002	59,647	10,660	62,070
Cincinnati	67,000	114,000	7,000	6,500	60,000
Boston	2,959	137,795	128,772	2,144	508
Toronto	164,186	.....	30,728	341	.....
Montreal	216,847	108,616	110,469	35,639	92,372
Philadelphia	117,494	136,156	135,302	.....	.....
Pecunia	5,248	53,484	80,686	1,963	79,185
Indianapolis	207,000	50,300	14,700	.....	15,100
Kansas City	155,418	124,572	18,683	210	13,080
Baltimore	1,016,068	202,747	.....	.....	.....
Down Mississippi	252,874	568,430	813,128	11,726	30,674
On lake	612,397	2,469,051	142,874	.....	99,750
On canal	599,800	902,000	213,673	.....	188,592
Tot. July 23 '83.	17,704,511	10,541,723	3,584,462	345,831	1,505,005
Tot. July 21 '83.	17,748,500	11,481,500	3,792,838	354,032	1,735,148
Tot. July 20 '82.	13,570,341	6,274,023	1,267,087	72,394	697,493
Tot. July 30 '81.	16,772,568	15,928,014	4,378,806	124,813	188,836
Tot. July 31 '80.	14,272,015	16,737,593	1,516,377	176,204	271,912

## THE DRY GOODS TRADE.

FRIDAY, P. M., Aug. 3, 1883.

In volume the business of the past week has not quite realized expectations, yet a fair distribution of goods adapted to the coming season was made by commission and importing houses, and encouraging symptoms were developed in the jobbing

branches of the trade. The hand-to-mouth policy lately pursued by wholesale and retail buyers has been attended with such favorable results that its continuance is almost a matter of course; and if a few of the more speculatively inclined have latterly shown rather more disposition to anticipate future wants, the recent failures in other branches of trade, and the consequent difficulty of marketing their own notes on reasonable terms, has effectually checked all tendency toward speculation. Retailers from remote sections of the country are beginning to arrive in considerable force, but the jobbing trade has not yet become active, although a very fair business has been done by a few of the larger firms who cater especially for the wants of small out-of-town jobbers and large retailers.

DOMESTIC COTTON GOODS.—The exports of domestics for the week were 2,054 packages, including 780 to Great Britain, 736 to Peru, 266 to Brazil, 114 to Central America, &c. The export demand was more active, and some good-sized round lots were sold at a slight advance upon the prices obtainable before the recent trade sale of cotton goods. Buyers for home markets continued to operate lightly, and in accordance with actual wants. Leading makes of brown and bleached goods were in fair request and steady in price, but outside brands were relatively weak, and slight concessions were occasionally made in order to influence business. Cotton flannels continued to move freely at unchanged prices. Colored cottons ruled quiet, and certain makes of tickings, &c., were reduced, in conformity with the lower scale of values made at the recent trade sale. Print cloths were quiet and easier on the basis of 3½¢, less ½¢ per cent for 64x64 "spots," 3½¢ flat for 64x64 "futures," and 3 1-16¢ for 56x60s. Prints were less active than anticipated, but prices remained steady. Gingham were in irregular demand, and some large lines were closed out by leading jobbers at very low figures.

DOMESTIC WOOLEN GOODS.—There was a slight improvement in the demand for men's-wear woollens by jobbers and the clothing trade, but business in this connection was by no means active, and prices continued in buyers' favor. Some fair orders for spring worsted coatings were booked for future delivery at about 5 per cent below last year's prices. Satinets were a trifle more active than of late, and there were moderate dealings in Kentucky jeans and doeskins. Cloakings, Jersey cloths and repellents were severally in fair demand, and a good business was done in flannels and sackings; but blankets were more or less quiet. Worsteds and all-wool dress goods met with fair sales, and hosiery and fancy-knit woollens were moderately active, but shirts and drawers continued sluggish.

FOREIGN DRY GOODS.—Aside from a few specialties, as British dress goods, velvets and velvet ribbons, etc., in which there was a very fair movement, imported goods were rather quiet. Silks and Continental dress fabrics were slow of sale, and flannels and white goods remained dull. Laces and embroideries were lightly dealt in, and men's-wear woollens were in limited request.

### Importations of Dry Goods.

The importations of dry goods at this port for the week ending Aug. 2, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

Imports for week ending Aug. 2, 1883.	Value.	Since Jan. 1, 1882.	Value.	Since Jan. 1, 1883.
Woolen goods	566	297,732	9,450	4,061,569
Cotton goods	2,977	75,174	8,053	2,880,401
Silk goods	375	216,534	4,963	3,474,587
Flax goods	360	70,653	14,177	2,446,227
Miscellaneous	136	43,286	76,517	1,493,221
Total	1,724	698,341	13,879,007	15,150,021
End'd for week	7,109	2,276,430	229,950	63,206,766
End'd for month	8,923	2,915,261	343,512	79,155,771
Total at port	9,229	2,700,818	335,673	80,476,787
Imports for week ending Aug. 2, 1882.	409	153,386	12,086	4,841,845
Woolen goods	297	75,204	9,452	2,872,294
Cotton goods	139	107,247	5,427	3,681,434
Silk goods	146	38,029	13,258	2,439,904
Flax goods	1,059	45,532	63,480	1,504,584
Miscellaneous	2,030	424,398	595,753	15,150,021
Total	7,109	2,276,430	229,950	63,206,766
End'd for week	7,109	2,276,430	229,950	63,206,766
End'd for month	8,923	2,915,261	343,512	79,155,771
Total at port	9,229	2,700,818	335,673	80,476,787
Imports for week ending Aug. 2, 1881.	490	176,731	17,612	7,173,723
Woolen goods	127	34,313	13,907	4,110,538
Cotton goods	188	188,001	13,592	3,451,432
Silk goods	193	18,688	10,592	6,588,551
Flax goods	469	80,411	13,071	2,399,443
Miscellaneous	5,068	96,880	2,109,650	2,109,650
Total	6,937	2,531,673	203,878	20,378,556
End'd for week	6,937	2,531,673	203,878	20,378,556
End'd for month	8,923	2,915,261	343,512	79,155,771
Total at port	9,229	2,700,818	335,673	80,476,787

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**ASSETS, \$95,000,000.**

**Insurance.**

OFFICE OF THE

**ATLANTIC**

**Mutual Insurance Co.,**

NEW YORK, January 25, 1883.

The Trustees, in conformity to the Charter of  
the Company, submit the following Statement  
of its affairs on the 31st December, 1882:

Premiums on Marine Risks from 1st January, 1882, to 31st De- cember, 1882.....	\$4,412,693 58
Premiums on Policies not marked off 1st January, 1882.....	1,516,844 85
Total Marine Premiums.....	\$5,929,538 43

Premiums marked off from 1st January, 1882, to 31st Decem- ber, 1882.....	\$4,390,305 90
---	----------------

Losses paid during the same period.....	\$2,013,767 35
--	----------------

Returns of Premiums and Ex- penses.....	\$823,304 50
--	--------------

The Company has the following Assets, viz.:

United States and State of New York Stock, City, Bank and other Stocks.....	\$8,974,558 00
Loans secured by Stocks and otherwise.....	1,575,500 00
Real Estate and Claims due the Company, estimated at.....	531,118 15
remium Notes and Bills Re- ceivable.....	1,725,575 02
Cash in Bank.....	\$64,923 85
Amount.....	\$13,171,675 02

**SIX PER CENT INTEREST** on the outstand-  
ing certificates of profits will be paid to the  
holders thereof, or their legal representatives,  
on and after Tuesday, the Sixth of February  
next.

THE OUTSTANDING CERTIFICATES of  
the issue of 1878 will be redeemed and paid to  
the holders thereof, or their legal representa-  
tives, on and after Tuesday, the Sixth of Feb-  
ruary next, from which date all interest thereon  
will cease. The certificates to be produced at  
the time of payment and canceled.

A **DIVIDEND OF FORTY PER CENT** is  
declared on the net earned premium of the  
Company, for the year ending 31st December,  
1882, for which certificates will be issued on  
and after Tuesday, the First of May next.

By order of the Board,

**J. H. CHAPMAN, Secretary.**

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**A. A. RAVEN 3d Vice President.**

**Publications.****HAND-BOOK**

OF

**Railroad Securities**

**JULY, 1883.**

**DESCRIPTION; INCOME;  
PRICES; DIVIDENDS.**

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BONDS AND STOCKS IN BOSTON—For the year  
1882, and to July in 1883.

BONDS AND STOCKS IN PHILADELPHIA—For  
the year 1882, and to July in 1883.

BONDS AND STOCKS IN BALTIMORE—For the  
year 1882, and to July in 1883.

**Range of Prices by Years.—**

YEARLY RANGE OF ACTIVE STOCKS in 1881,  
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**Dividends.—**

DIVIDENDS ON RAILROAD STOCKS sold at the  
Exchanges in New York, Boston, Philadel-  
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